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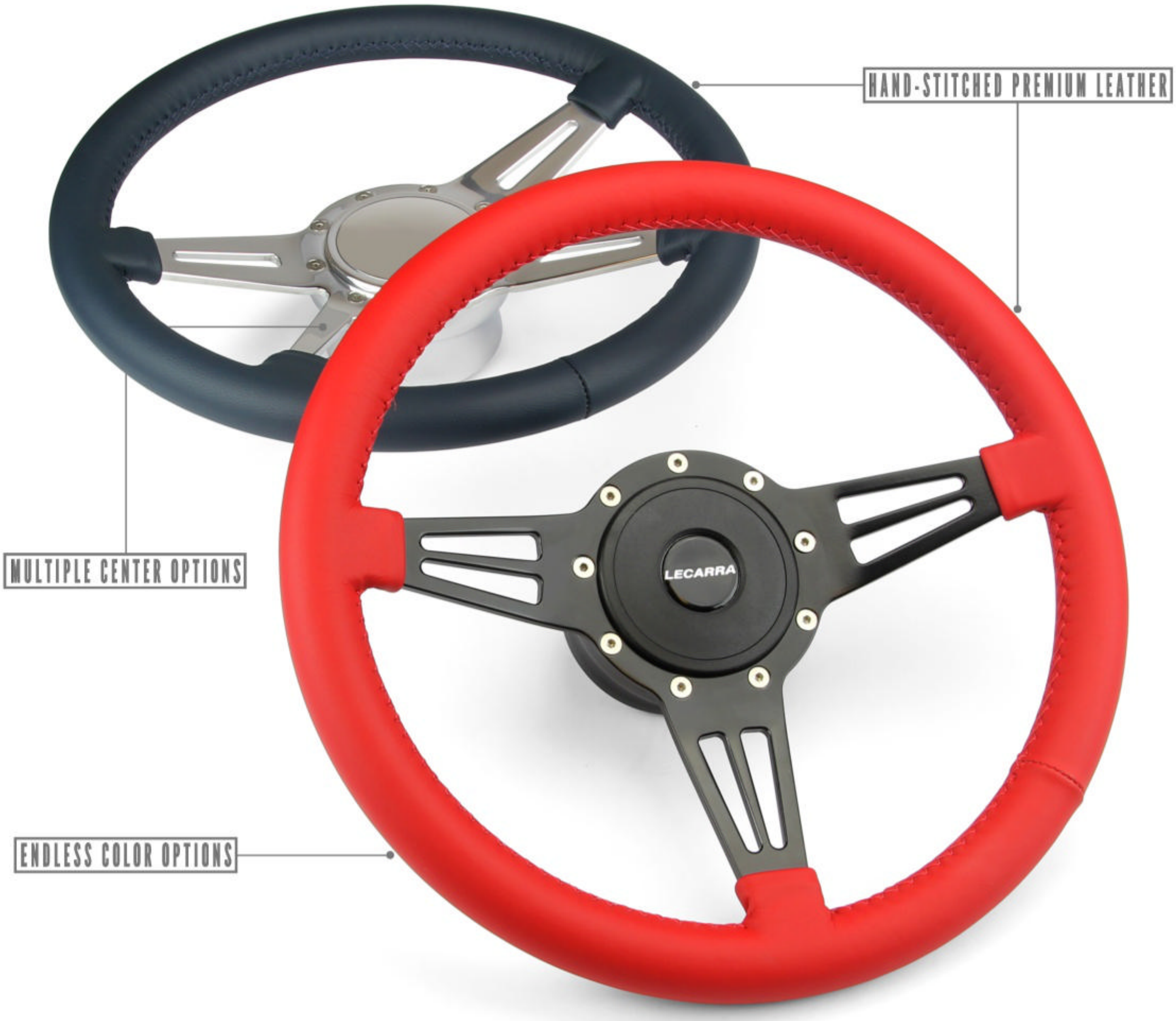
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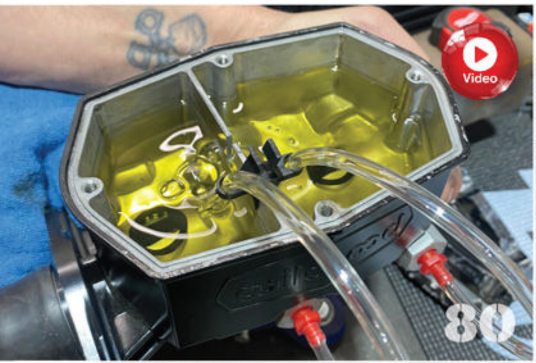

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Classic
TRUCK
PERFORMANCE
THE INS & OUTS
Plus: Top Trucks From The Detroit Autorama

On the Cover:
Tim Sutton came through not once but twice this month with our main cover, John Lisenby's perfectly patina'd '57 GMC, and Ken Tilton's (inset) killer '70 C10!

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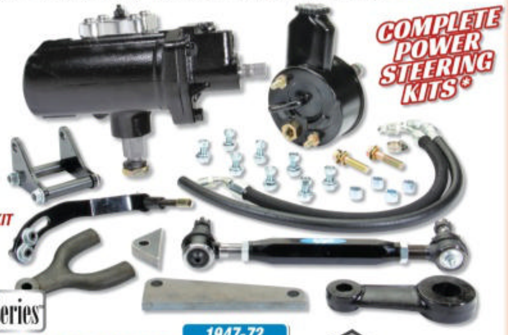
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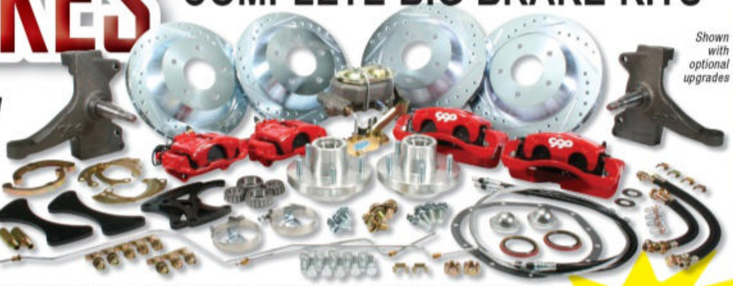
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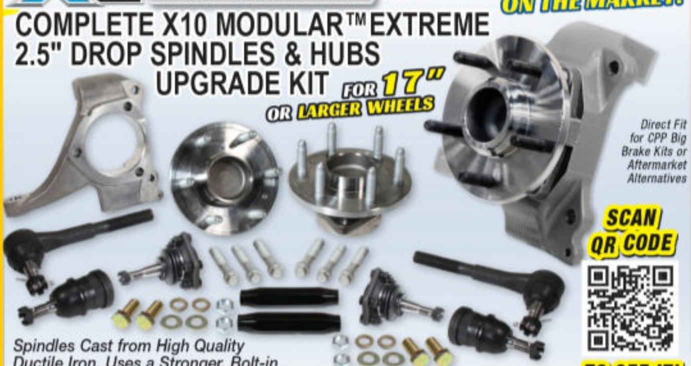
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shown

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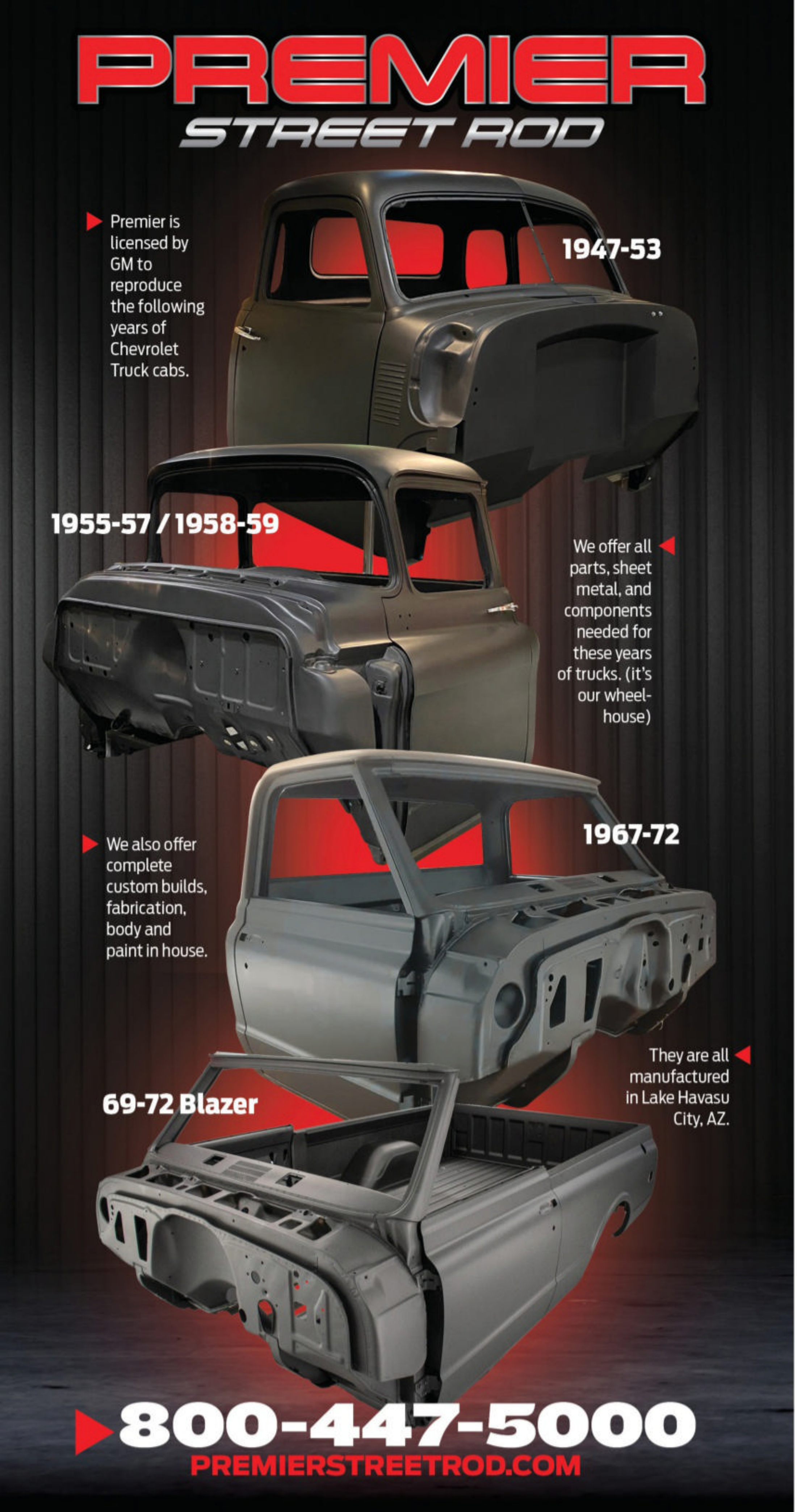
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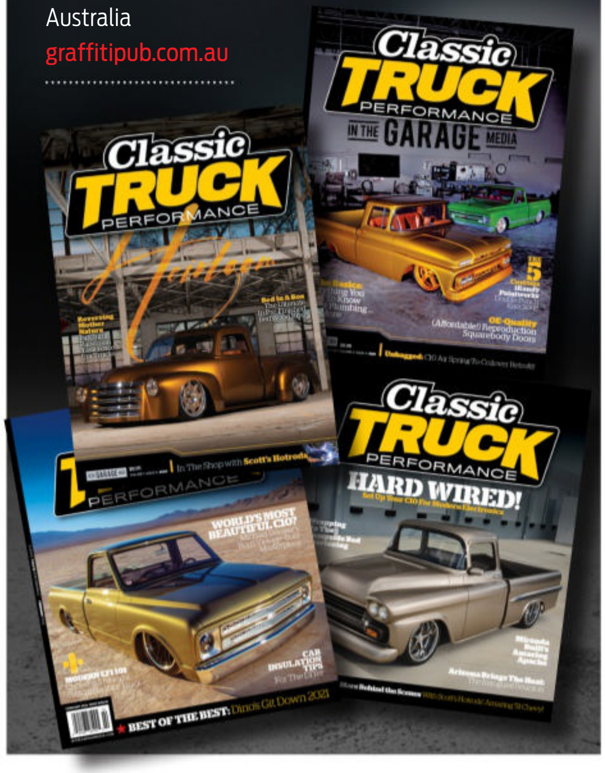

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BY ROB FORTIER

WHERE ARE WE GOING?

So, it's pretty evident that print media still has a place in today's society, so let's not dwell on that aspect here (but I will say it's rather nice having a 3-year-old magazine doing so well in this modern electronic era!). No, the proverbial question of where we're headed has more to do with the types of trucks we're currently seeing "en vogue."

Without intentionally upsetting our non-GM readership, it's not an opinion when I say that the '67-72 C10 is by far the most popular segment of the classic truck hobby AND aftermarket. Beyond the enthusiast popularity, you can literally build an entire C10 from aftermarket components—from a host of chassis platforms to every single piece of sheetmetal (including brand-new cabs) and everything in-between. But I'm just talking about standard 1/2-ton C10s and the like.

If you've been paying attention to any of the leading classic car auctions the last couple of years, you know that while those standard 1/2-ton C10s have been bringing in some pretty pennies, they haven't fetched what their heavy-duty 4x4 brethren have! Because they're bringing in the big bucks, does that mean that's the direction the hobby/aftermarket is headed?

As it is with those standard 1/2-tons, the offerings for the 4x4 market in the way of custom and direct-fit chassis is beginning to grow. Same can be said for the sheetmetal, as we've recently seen both Blazer and Bronco reproduction bodies come to market. For companies to invest that kind of capital into producing those, you know they feel fairly comfortable with their potential customer base—so that suggests to me that maybe we should be concentrating a bit more on the 4x4 side of things? What say you?

To be honest, I've always loved vintage off-road. I grew up idolizing Walker Evans (his mom was my fourth grade teacher), Parnelli Jones, and Mickey Thompson, and one of my dad's closest friends back in the '70s, Frank Snook, raced a (McDonald's then Uniroyal sponsored) Class 1 buggy. Pops was just as much a SCORE fan as he was NASCAR, so I got to experience quite a bit of racing action in my formative years, whether it was the Mint 400, Winston Cup at Riverside International, or the first of the MTEG Offroad Stadium racing. Suffice it to say, a Class 8-style stepside Squarebody has always been on my "wish list"!

Is this type of content—both the custom and race-inspired classic off-road performance—something you'd like to see in *CTP*? If you ask me, there's enough of that content to fill a magazine of its own … but unless (or until) that becomes a reality, this is, in my opinion, the perfect platform for that. Regardless of what I think, I'd love to hear your thoughts. Email me at rfortier@inthegaragemedia.com. **CTP**

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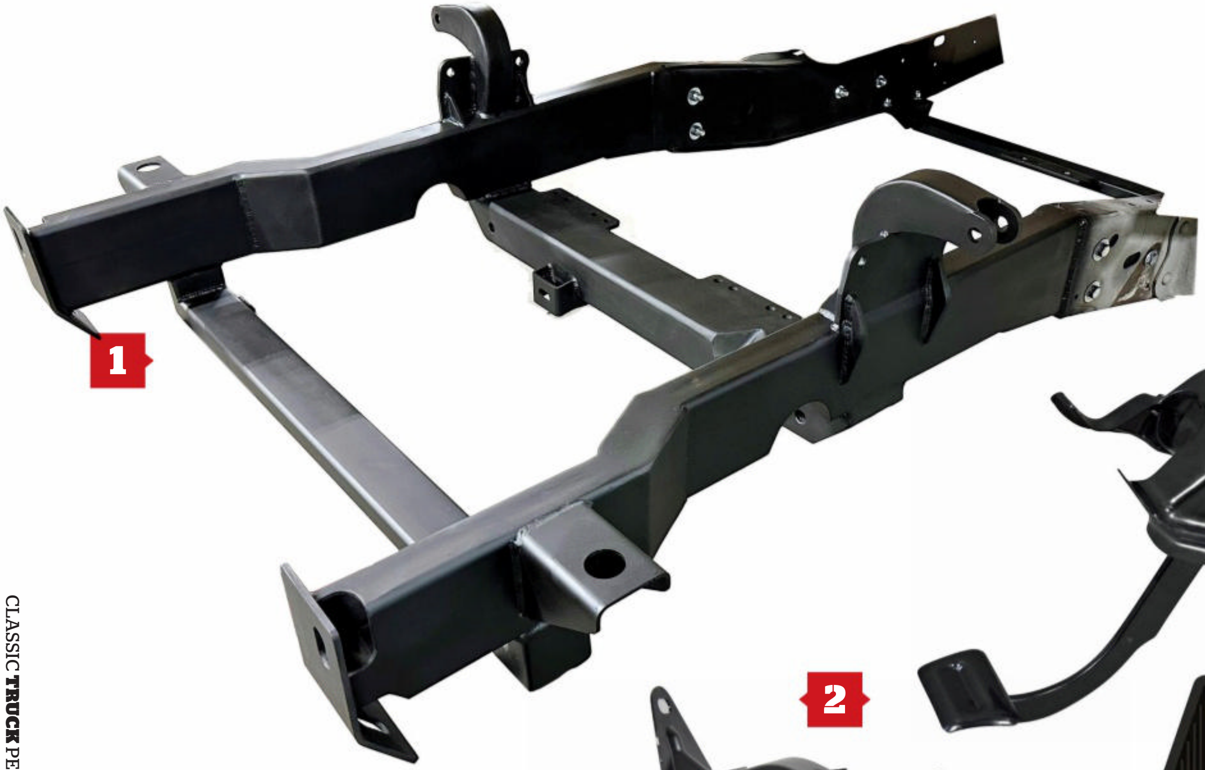

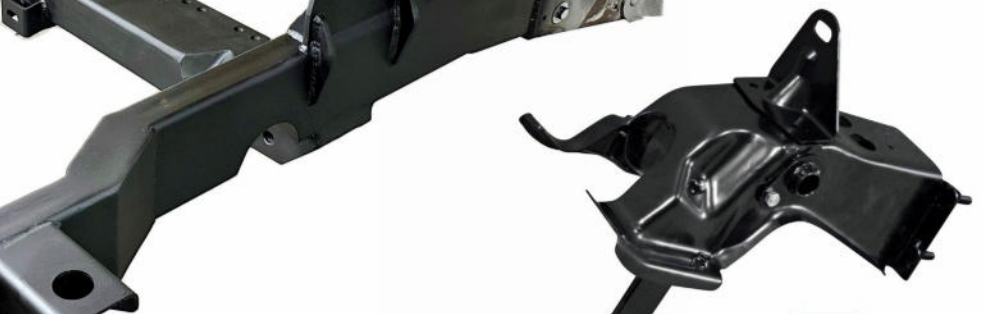

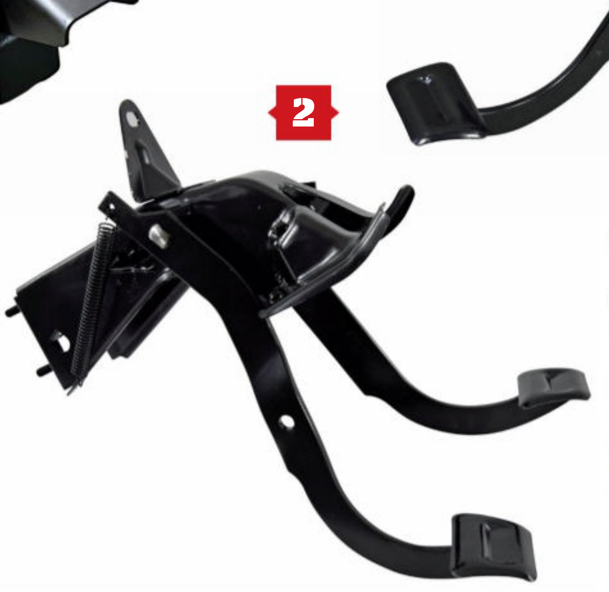

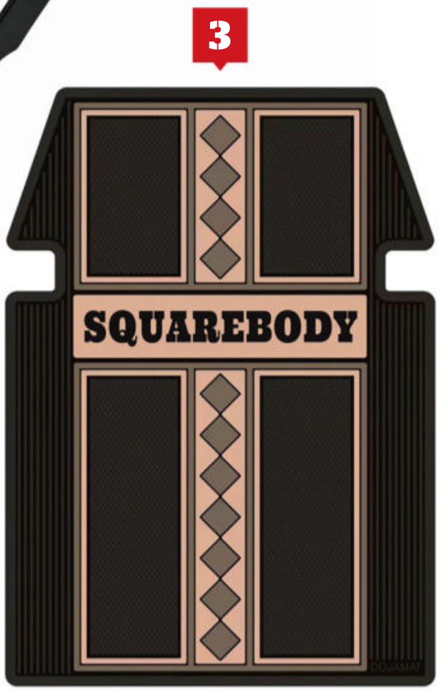

1. FATMAN FABRICATIONS' '80-86 FORD F-150 BOLT-IN/WELD-IN FRAME STUB

Fatman Fabrications has been hard at work developing more bolt-in-capable kits for our front suspensions. Their newest addition covers the '80-86 Ford F-150s. We decided that instead of having to cut out all of the twin-I beam crossmember a better approach on these trucks was to use our extensive experience building weld-on stubs and a whole new front frame section that will bolt on using some of the existing holes for location. The customer will have the option of welding it in for some extra peace of mind and added strength. By going to a cleaner, more compact, stronger set of 2x5x0.188-inch wall rails we've added a bunch of strength and stability. This kit will also use our new modular engine mount system. A set of tabs welded to the rear of the crossmember will provide a bolt-in point for a set of bushed stands that can be moved to fit Ford Windsors, big-block Fords, Coyotes, and even GM LS-based engines. You can swap engines whenever you like by just purchasing a set of engine mounts from Fatman and moving the stands into their proper location. They've set the mounts up using the factory driveline offset to keep the transmission centered up in the tunnel to minimize sheetmetal modifications and allow it to line up properly with the factory rearend.

For more info, contact Fatman Fabrications at **(704) 545-0369** or visit **fatmanfab.com**.

2. GOLDEN STAR'S ALL-NEW '67-72 C10 PEDAL ASSEMBLIES

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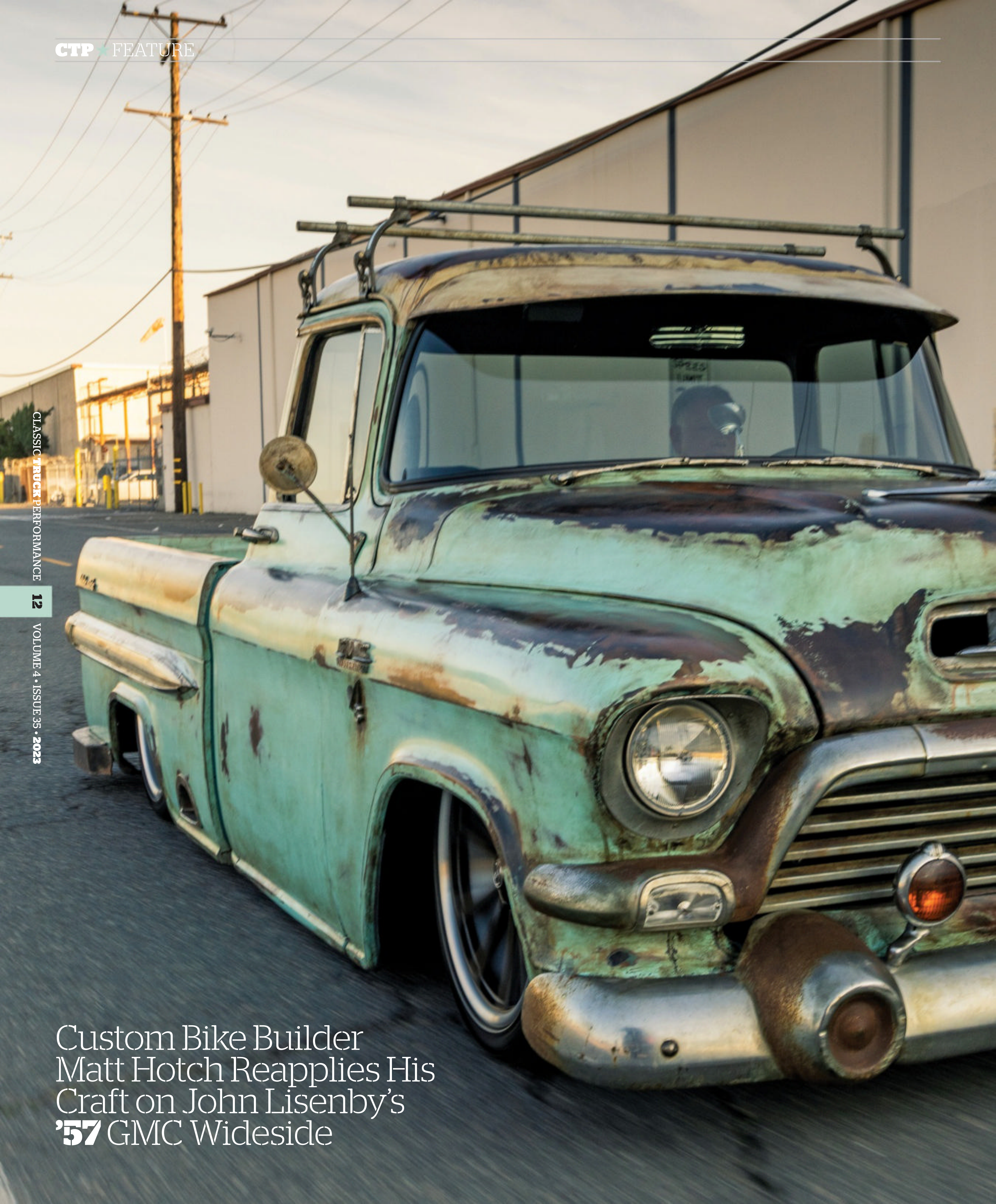


Custom Bike Builder Matt Hotch Reapplies His Craft on John Lisenby's '57 GMC Wideside

GMC
CALIFORNIA
56
P 82 552

FOREVER ~~TWO~~ FOUR WHEELS

BY **ROB FORTIER** PHOTOGRAPHY BY **TIM SUTTON**

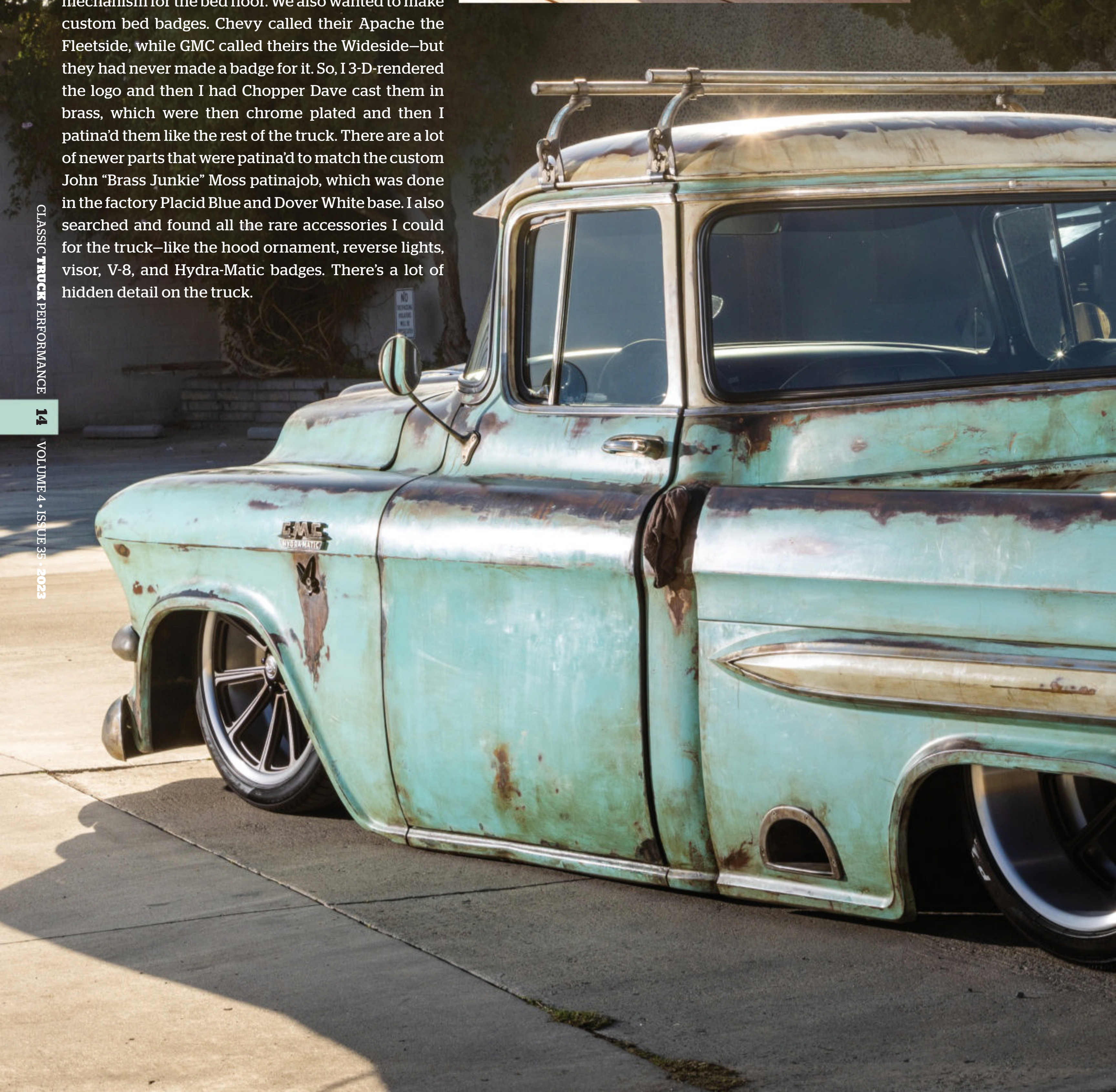
Back in the mid '90s I had the pleasure of meeting (thanks to my mentoring coworker, Cortney "Tito" Hallowell, RIP) and ultimately becoming very good friends with a custom bike builder by the name of Matt Hotch. At the time, Hotch was constructing ahead-of-its-time V-twins under the name Hot Match Custom Cycles—some of which you may have witnessed on cable TV's *Biker Build-Off* series—so we shared a common interest in the two-wheeled variety. But Hotch never limited himself to the cycle world.

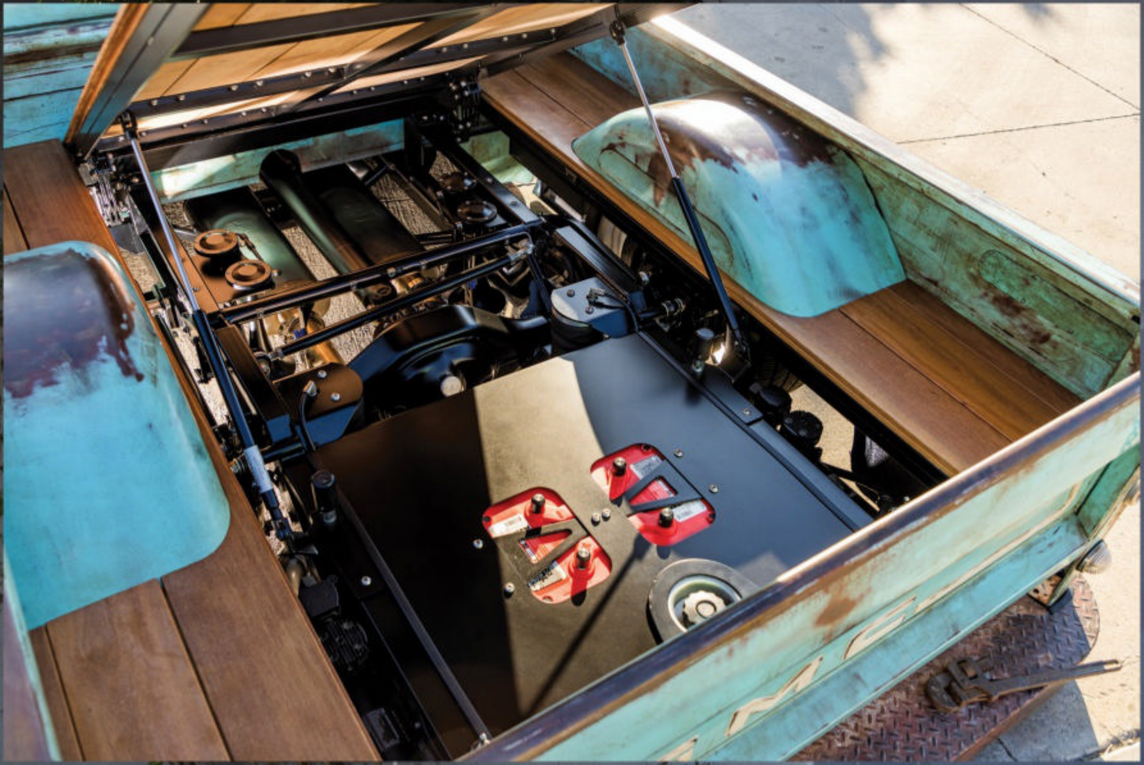
Fast-forward quite a few years to Dino's Git Down back in 2020—my first one repping the pandemic-fresh *Classic Truck Performance*/ In The Garage Media—and who of all people do I run into … my old friend Hotch. As our reunion conversation progressed, Hotch said that he was looking for an original Apache Fleetside bed for a '57 GMC he'd been working on for his friend/customer John Lisenby. When I sarcastically commented about that not being a custom bike (not to mention GMC not making a Fleetside, per se), Hotch simply replied, "It's just got two more wheels … they're all the same!"

Turns out Hotch had refocused his efforts accordingly and was/is now following his other passion for vintage domestic trucks. John's Wideside is his first "official" foray into the four-wheeled variety as a builder (though he's built trucks for himself over the years), and I asked him to tell us a bit more about the project.

"This '57 deluxe GMC truck was first started by another customer; he was unable to finish it and it sat in my shop for several years. I was working on John's custom COE, which I was building from the ground up with 24- and 26-inch semitruck wheels, and we were kind of tripping over the GMC. John finally offered to buy the unfinished truck, and that's when the project started. We put the COE on the back burner and started on the '57 GMC.

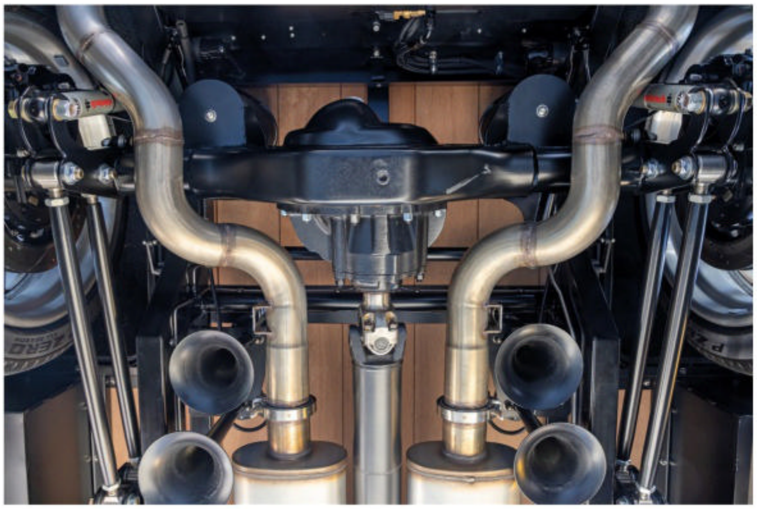
"Originally the GMC had a stepside bed, but I had always loved the '58-59 Fleetside—so even though that truck never came with that style bed we decided to put it on. I had to make a custom framework to attach the bed to the Scott's chassis I had built specifically for this truck. I also made a custom tilt mechanism for the bed floor. We also wanted to make custom bed badges. Chevy called their Apache the Fleetside, while GMC called theirs the Wideside—but they had never made a badge for it. So, I 3-D-rendered the logo and then I had Chopper Dave cast them in brass, which were then chrome plated and then I patina'd them like the rest of the truck. There are a lot of newer parts that were patina'd to match the custom John "Brass Junkie" Moss patinajob, which was done in the factory Placid Blue and Dover White base. I also searched and found all the rare accessories I could for the truck—like the hood ornament, reverse lights, visor, V-8, and Hydra-Matic badges. There's a lot of hidden detail on the truck.

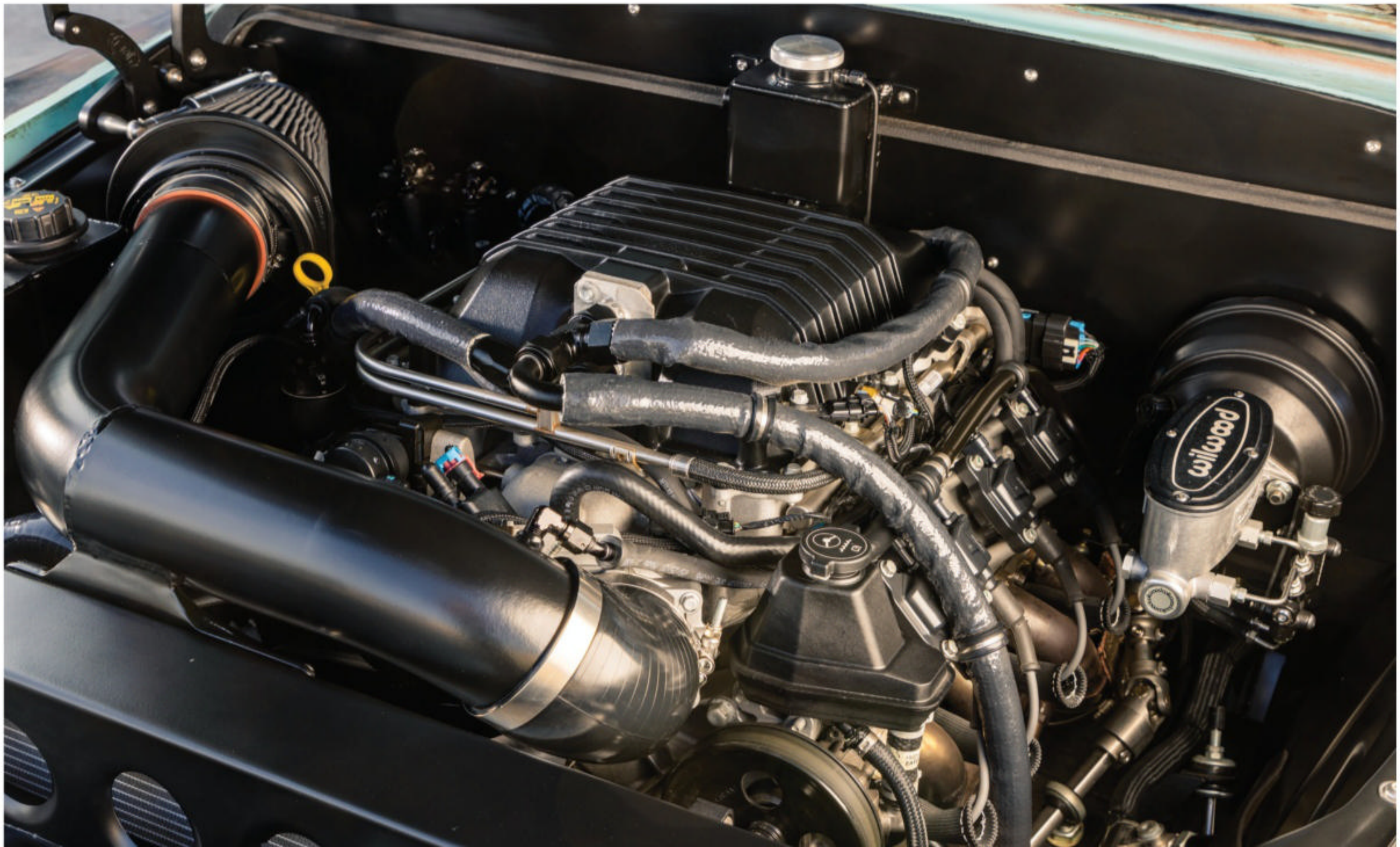




"We also made a lot of changes to the interior. Wanting to keep it looking and feeling like a '50s truck, we just decided to keep it simple. We didn't want to make it like a Mercedes inside; we wanted it to feel like you were still driving a truck. So, I ended up with a tilt steering column with a custom steering wheel, Dakota Digital dash, TMI bucket seats with center console, custom carpet and headliner by Vic the Seat guy, a Vintage Auto Sound system with satellite radio (using JL Audio sound system speakers: 6x9 in the center console, 6.5 three-ways in the kick panels, and a 4-inch in the stock center speaker location, all pushed by a 500-watt four-channel amp), and a "very large" A/C system from RestoMod air. It also has cruise control, train, horns, foglights, power windows, power locks, all the creature comforts.

"Originally, the 550hp LSA/4L80E was a Connect & Cruise package from GM Performance—but after the pictures were taken, we did several upgrades to the drivetrain. On the maiden voyage, which was from SoCal to Glendale, Arizona, to Dino's Git Down, we found out it wasn't fast enough for John. So … we tore the engine and front clip apart and installed a Stage 2 BTR (cam, lifters, valvesprings, and rockers). We also did upper and lower blower lid spacers to help isolate radiant heat. Added Injection Dynamic 1050 injectors and a custom cold-air intake that has a special heat-deflecting coating on it that will keep intake temperatures at ambient. We also upgraded the fuel system with a ZL1 modified pump and VaporWorks module to run E85. Ryan Cunningham from BRC Raceworks in Texas did a custom remote tune. We are shooting for around 850 at the crank. We could've made more, but this truck will be daily driven and like his motorcycles will probably end up with a few-hundred-thousand miles in a couple years!





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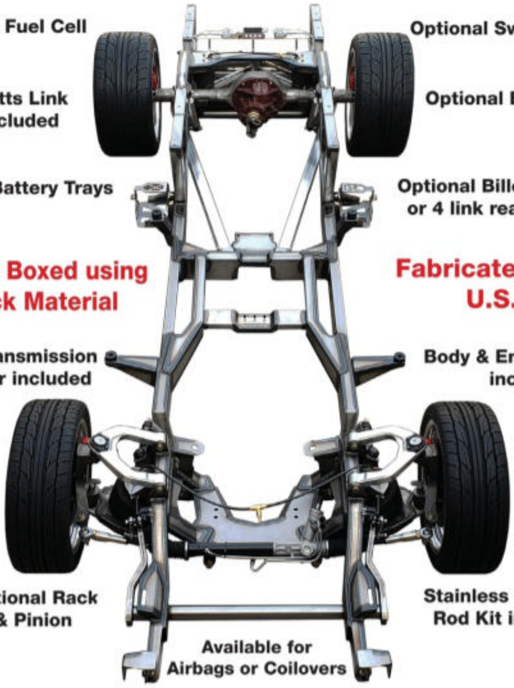
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"The cooling system has a C&R Racing custom radiator and extra-large heat exchanger for the LSA blower with Spal fans as well as an extra-large trans cooler also with Spal fan. That all sits behind the bumper with an air scoop. The exhaust runs through a set of 1-7/8 stainless headers and a 3-inch stainless exhaust with an X-pipe all the way back to the rear vintage Barden bumper where it dumps down. (I also bolted on a monkey wrench to the rear bumper. It vibrates around like it's just sitting on there, but it is fully secure. It stops people from tailgating you!) We're running MagnaFlow mufflers with electronic cutouts when you want to make it real loud!

"This truck was built as a driver not a show truck. We had the chassis made by Justin Scott at Scott's Hotrods. It's a Lay Frame model for '55-59 Chevy trucks. I modified it to accept a custom GMC core support and body mounts (they are far from being the same as a Chevy). I did internal wiring inside the framerails and other things to make it work for me. It has Ridetech adjustable shocks and full airbag suspension with Super Slam airbags and a full AccuAir air management system. The truck rides on a custom set of Curtis Speed 20-inch wheels. We powdercoated them a bronze textured finish to match the patina'd rust and then wrapped in Pirelli rubber. Brakes are Wilwood 14-inch brakes front and rear, with a 3.73-geared, four-linked Moser custom 9-inch in the rear.

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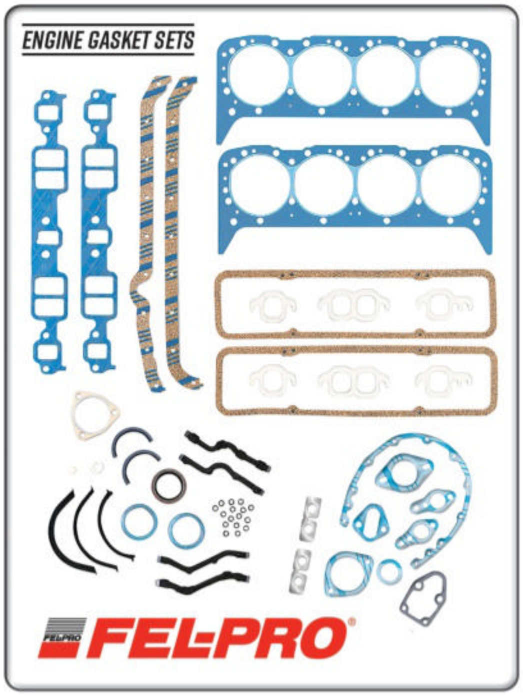
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"The Scott's chassis was originally made with a raised bed for the stepside that came with the truck. So, when I converted it to a fleetside, I had to custom make a metal frame to mount the bed and also to incorporate a tilt system. It turned out pretty cool. I also utilized hood pins as the latch release for the tilt bed. John, being a framer and carpenter, wanted to use a special Brazilian hardwood called Apitong that they use on semitruck beds floors—very durable material. I designed a custom shiplap overlap for the wood so it hides the seams; we had it all custom milled."

As I was finishing this feature, John had a few words in closing that I felt were beyond appropriate to add:

"[Hotch] had to work long hours to finish the truck in time for Dino's Git Down in Phoenix. He finished the night before we had to leave. We took it for a 70-mile shakedown run around town then drove it to Phoenix the next day. We logged in 1,200 trouble-free miles that weekend. There were 5,000 trucks at Dino's on Saturday and I can't tell you how many people told me that my truck was their favorite truck at the show. A big pat on the back to [Hotch] for all of his hard work." **CTP**

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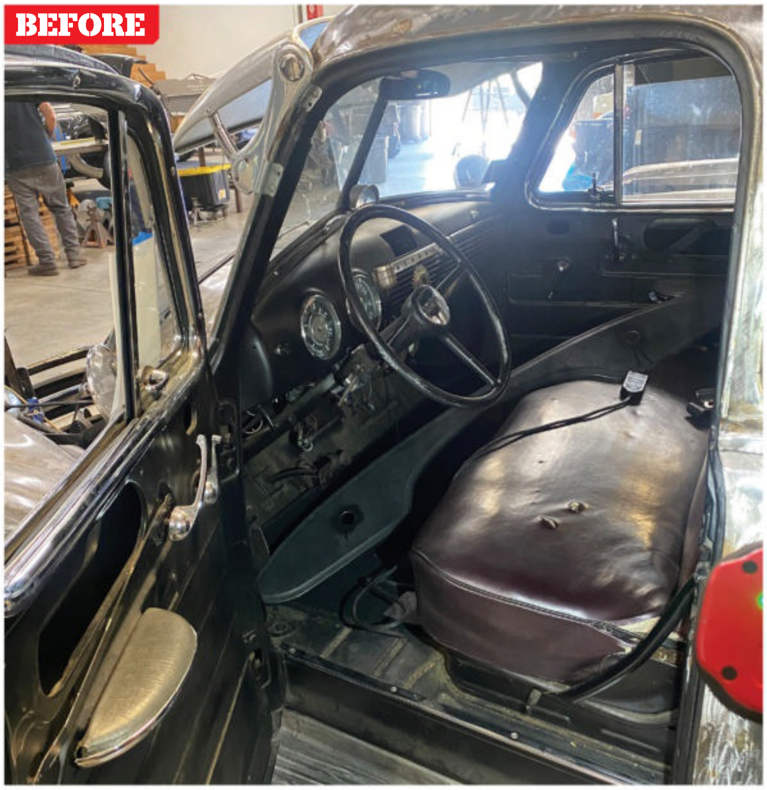

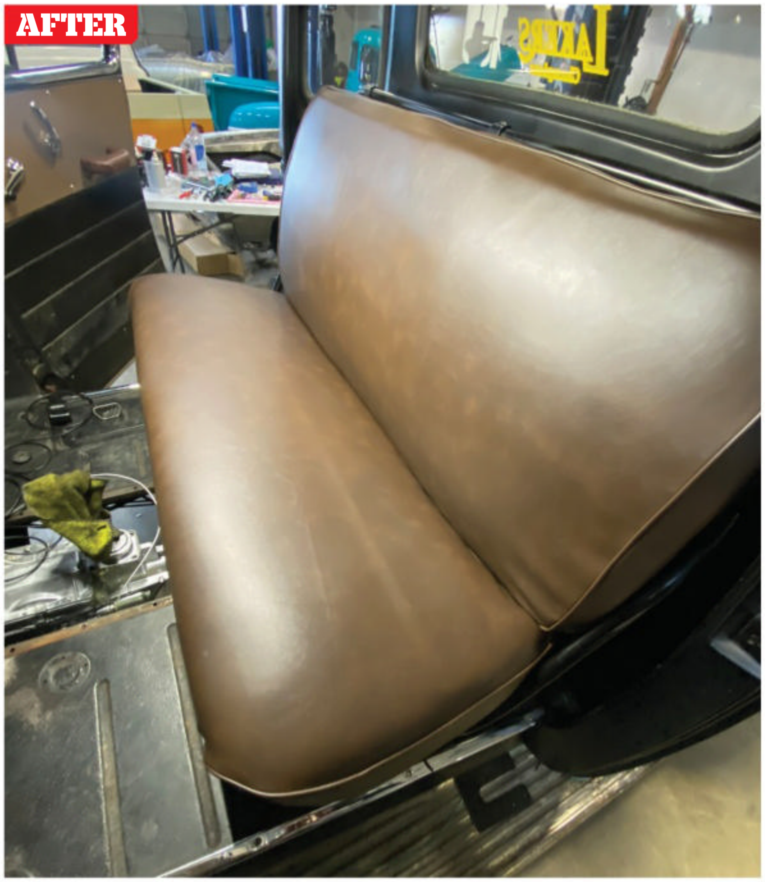

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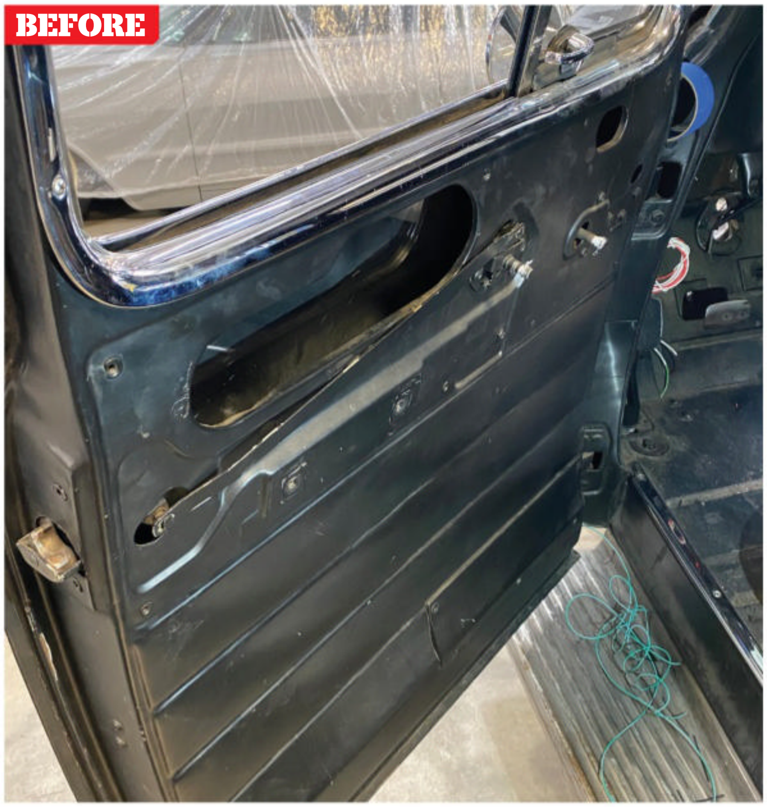

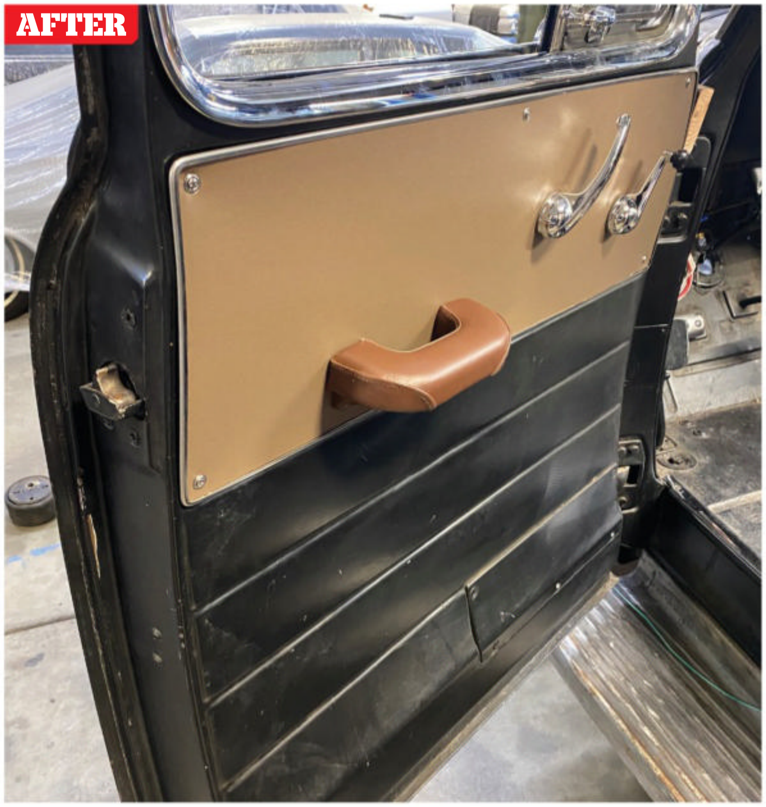

Chevs of the **40's** Makes it Simple to Give Your **'47-53** Chevrolet New Life

BY **ROB FORTIER** PHOTOGRAPHY BY **THE AUTHOR**

Recently, we showed you the way to get an already-upholstered, full custom interior for your C10—and avoid the wait of having a professional upholstery shop do it for you. But that's not the only way to reupholster your truck without having to leave the comfy confines of your own garage!

For folks with the '47-53 Chevy/GMC trucks who are after retaining that original Advance Design inner charm—and aren't afraid to bust some knuckles—Chevs of the 40's has practically everything needed … inside and out!

From repro headliners and door panels to seat covers and door handles/window cranks and so on, if you're looking to give that old Chevy (or GMC) cab new life—and enjoy the ride that much more—Chevs is your one-stop shop. We found that out after obtaining their latest catalog and thumbing through from cover to cover in an attempt to find some miscellaneous (missing) exterior items on a customer's truck at Jimenez Bros.

As we inventoried the list of parts, we noticed the truck's seat was rather forlorn, and the door panels were non-existent, as well as a few other items. One quick call to the owner gave the green light to acquire the interior components, and within a few days we were giving the inner cab sanctum the makeover it deserved … or at least the one we felt it deserved!

Now, we'll be the first to admit: neither the staff of *CTP* nor Jimenez Bros. are "professional upholsterers"! Those of you reading this who happen to be upholsterers by trade will likely spot some discrepancies in our seat-recovering process—not to mention the results! However, our point was to show that even the most inexperienced could not only attempt but pull off the job with more than satisfactory results … we think! **CTP**

SOURCE

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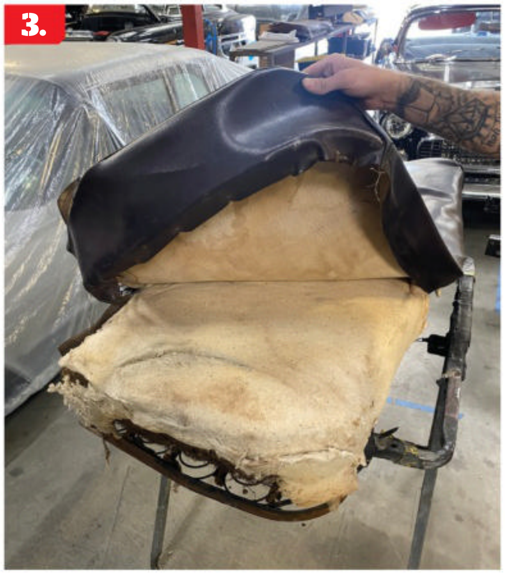
1.

2.

1-2. The existing seat in the '52 Chevy may have had a certain amount of patina charm, but it was pretty uncomfortable, to say the least. We're about to fix that last part and retain the truck's OG allure!

3.



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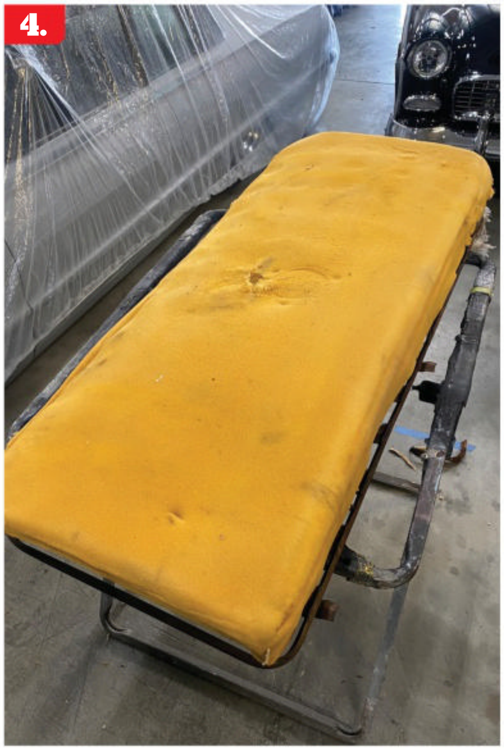


3-4. Ideally, we'd really liked to have replaced the foam altogether with new "formed" high-density foam bases—but since that wasn't available to us at the time, we'll keep the original cotton material (Chevs carries the original-style batting) on the seat back and the existing foam on the bottom as the bases.

5.

5. We'll be adding new layers of foam on both seat sections, so to give us an idea of how much material to purchase, we took some quick measurements.

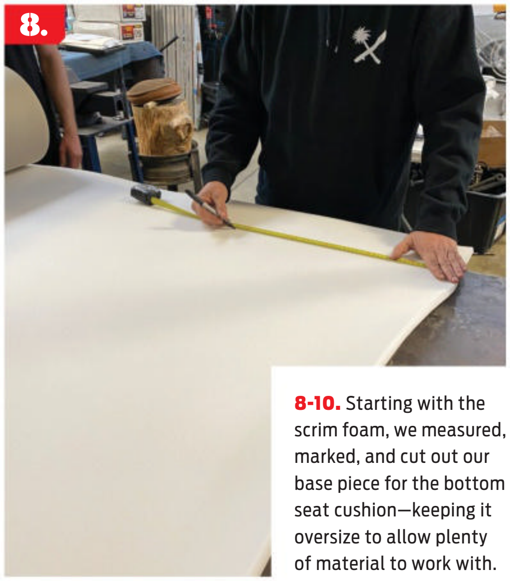
6. Before heading off to J&J Auto Fabrics, we laid the new Chevs of the 40's seat cover sections out in the warm sun to help "unwrinkle" the vinyl material for us.

6.

7.

7. J&J offers two types of foam for our purposes: 1/2-inch DBL scrim foam (for the initial layer) and 1/4-inch seat pad (for the top layer); both feature a laminated knit backing.

8.



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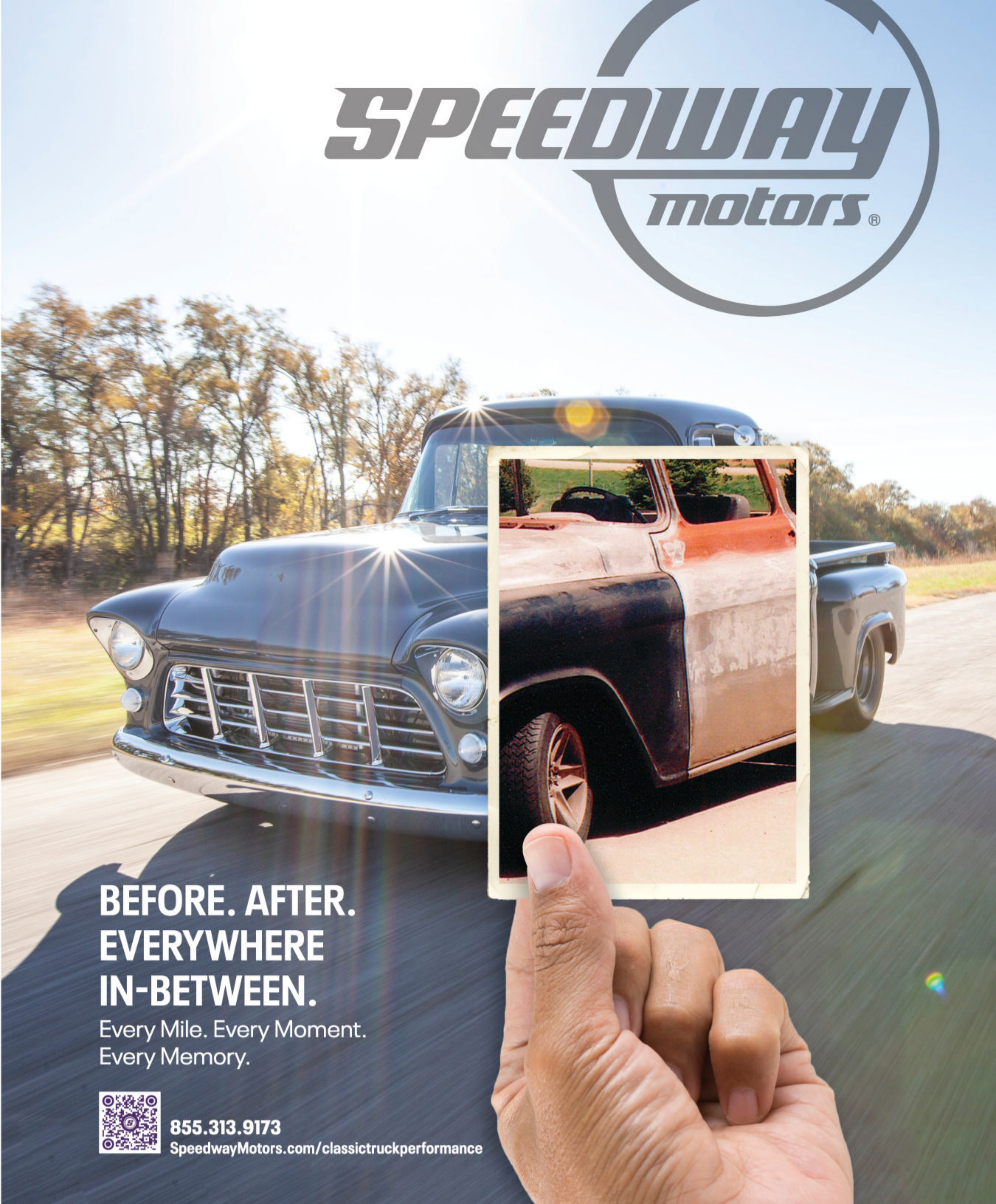
8-10. Starting with the scrim foam, we measured, marked, and cut out our base piece for the bottom seat cushion—keeping it oversize to allow plenty of material to work with.



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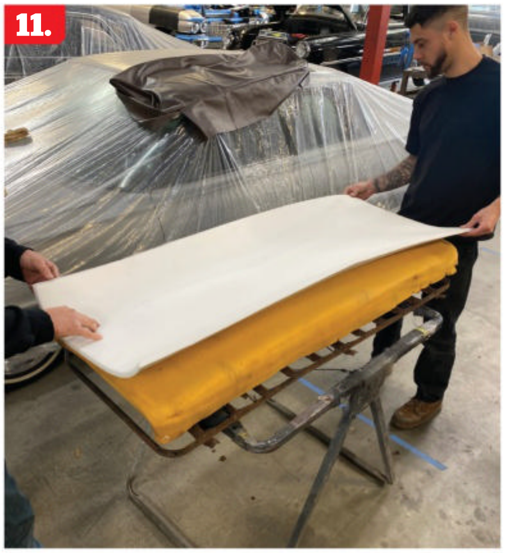

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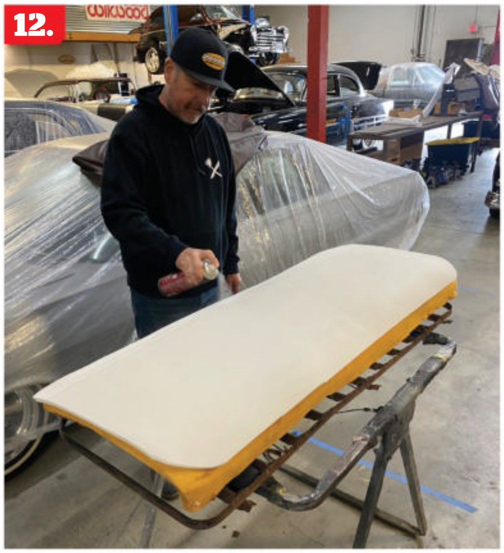

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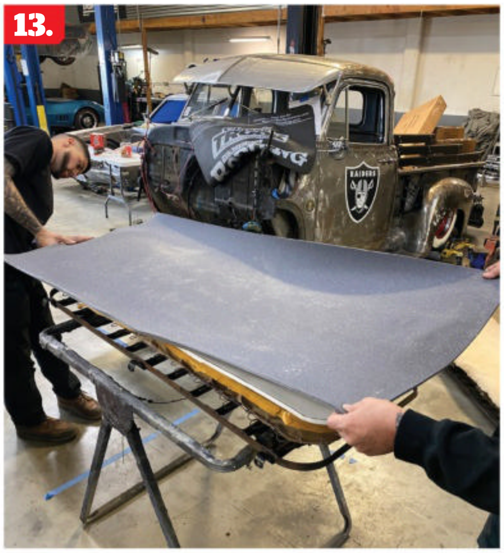

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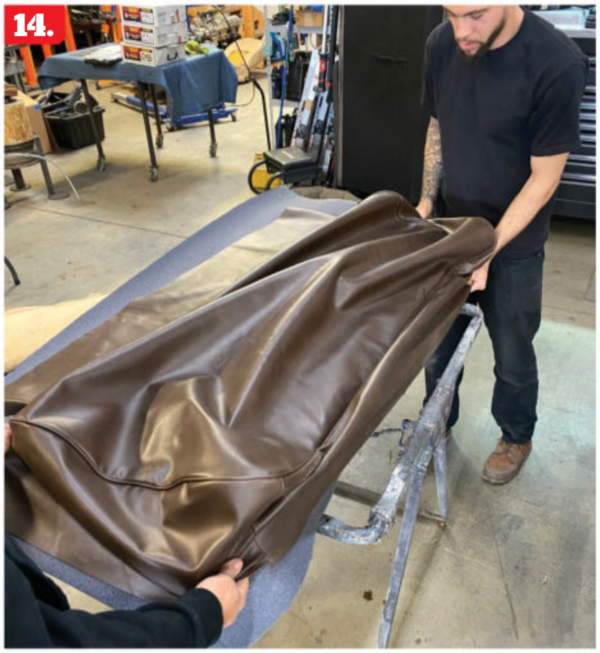

11. Since the existing foam already had a basic "shape" to it, albeit somewhat wonky, we opted to shape the new base to the top only and leave the sides as-was.

12-13. Both sides of the scrim foam (as well as the old foam) were sprayed with 3M's Super 77—one side to attach and adhere to the base, the other to attach and secure the forthcoming seat pad foam layer (which also received a coat of spray adhesive to the bottom side only).

14-15. With the new seat cover nice and warm and smoothed out, we gave it a quick test-fit over the newly padded seat base to see how we were looking shape-wise. Once satisfied, we could move on with attaching the cover(s) to the original seat frames.

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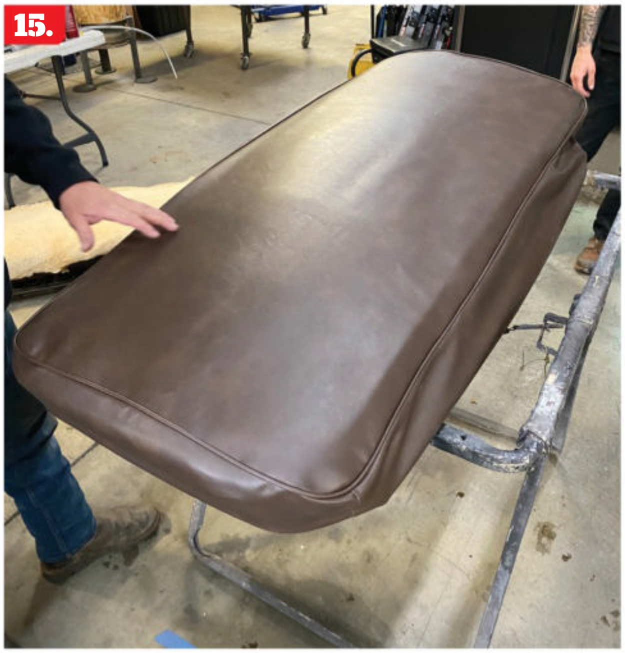

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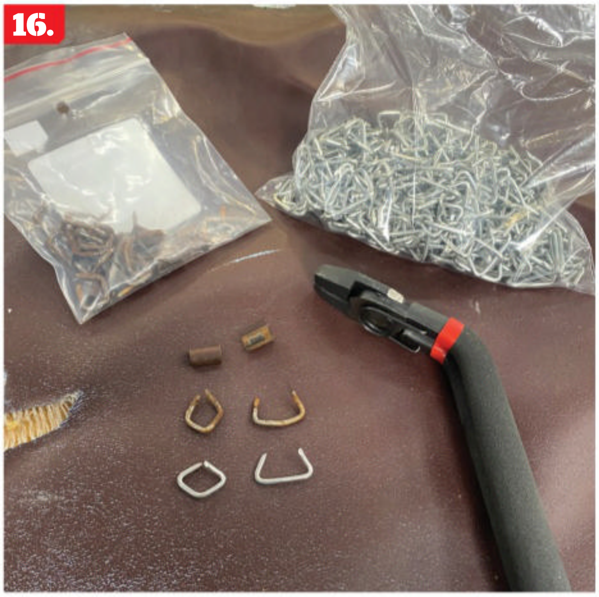

16. While we were at J&J Auto Fabrics, we also picked up a bag of hog rings as well as a pair of spring-loaded hog ring pliers since we forgot to do so when ordering the seat cover from Chevs of the 40's. (FYI, Chevs has the same quality tool/staples for a fraction of the price!)

17. Before attaching, we made sure the seat cover was properly stretched and fitted around all the seat frame features to allow the cover to ultimately fit as uniformly as possible—or, as uniformly as we were able to achieve! (Here, it's important to get the vinyl in and around the seat back's upper attachment tabs, especially since that part of the seat is visible all the time.)

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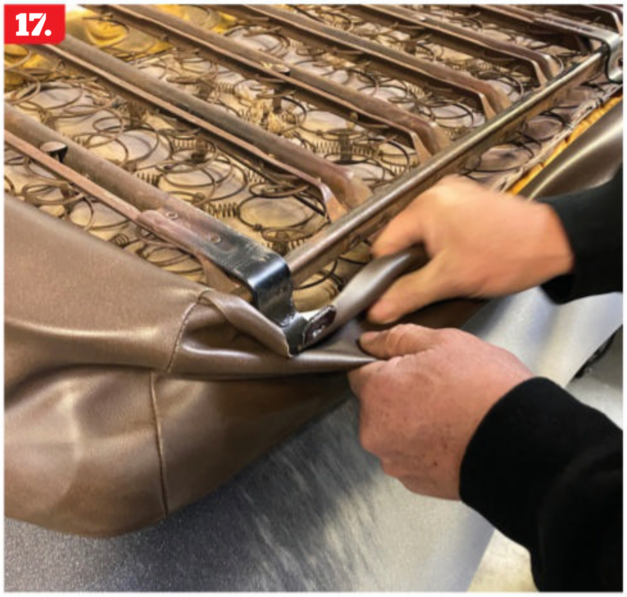

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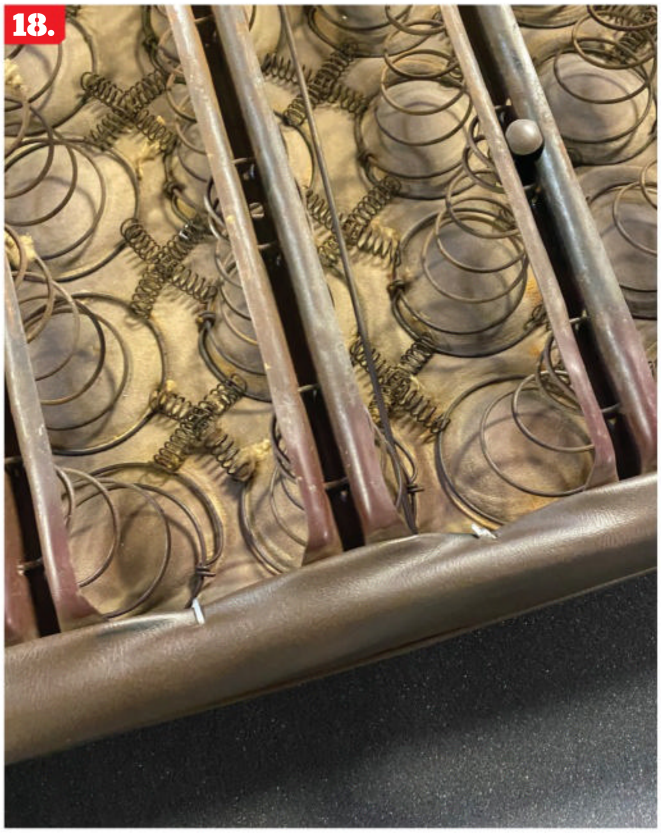

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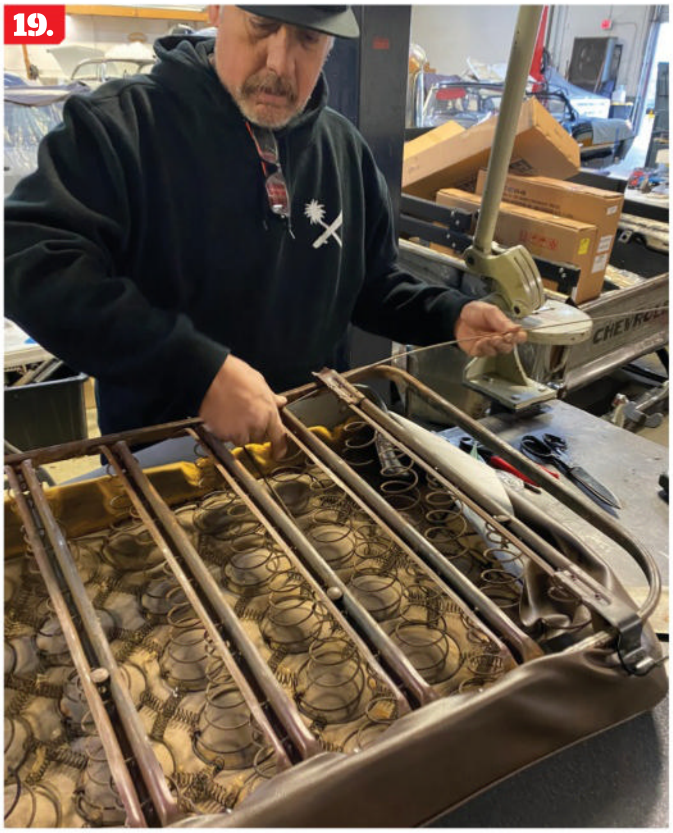


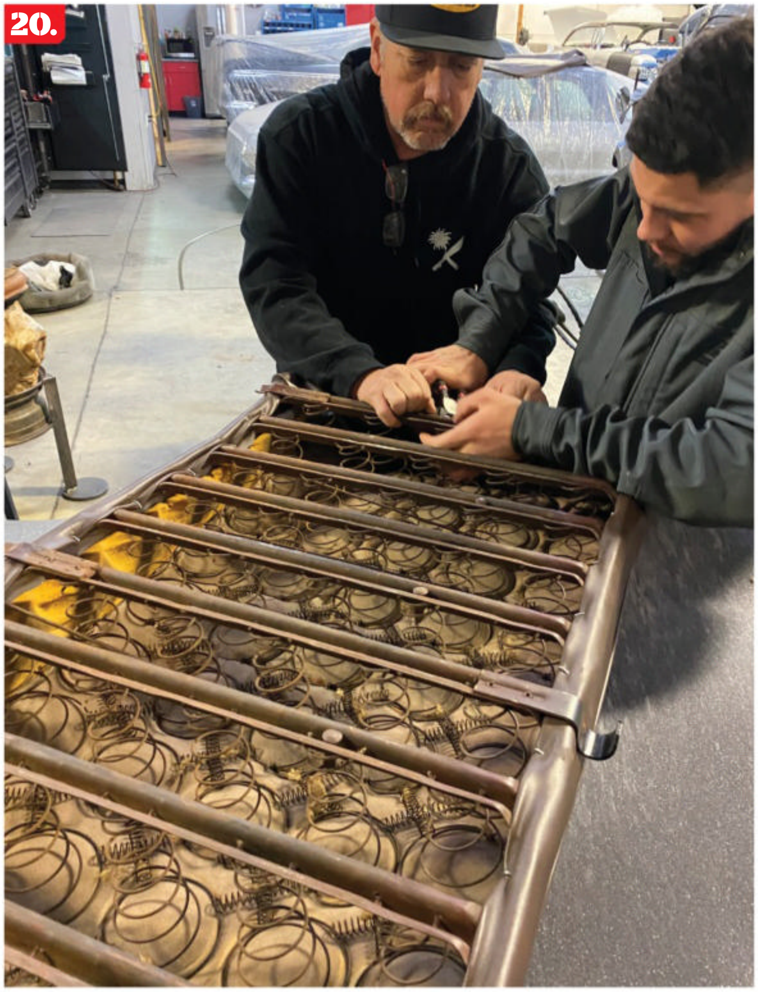
18. Finding suitable attachment points for the seat cover when using hog rings can be difficult in certain areas on the frames (the original sheetmetal clips we were able to save when removing the old cover proved unusable in the end) …

19. … so we ended up inserting a length of 1/16 cold roll for the bottom edge of the seat back in which the material was fastened to.

20. Working from front to back, or vice versa, the seat covers were stretched tight as they were hog ringed to the frames, always referring to the piping alignment for fitment reference.

21. Not too shabby for an amateur job.

20.



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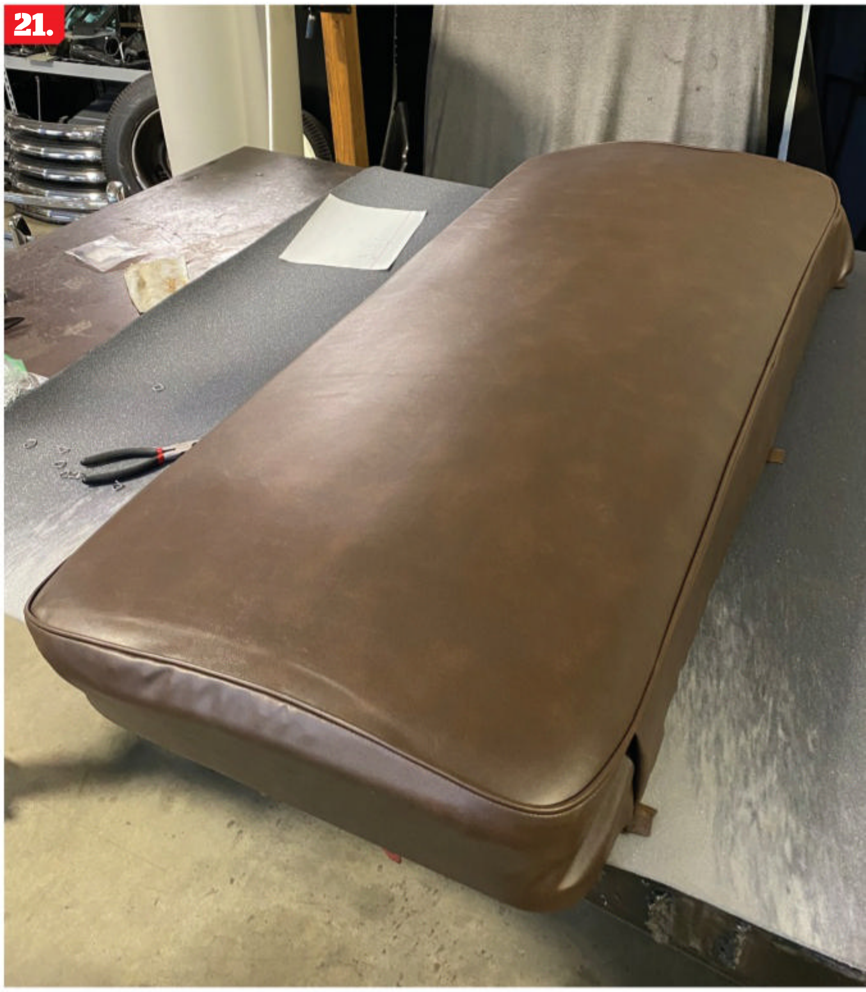

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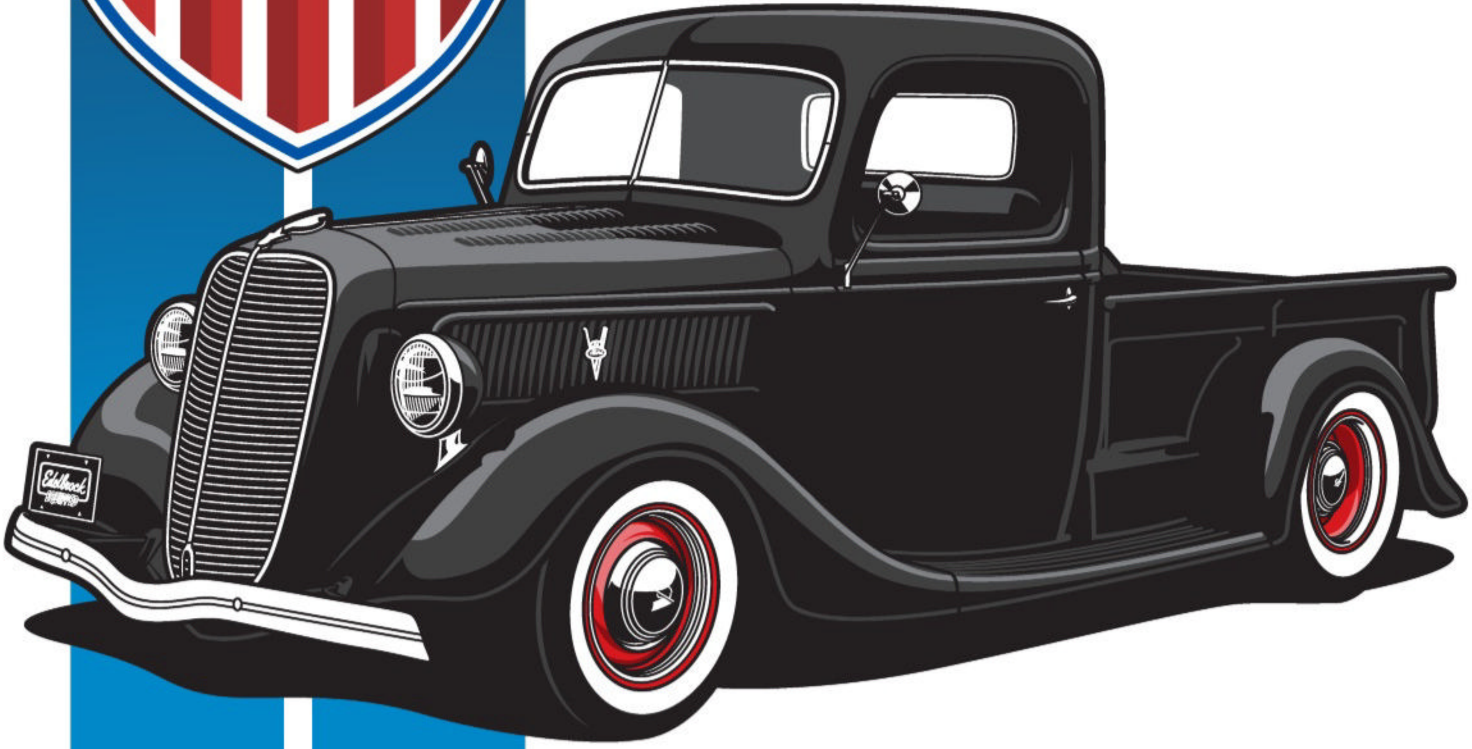

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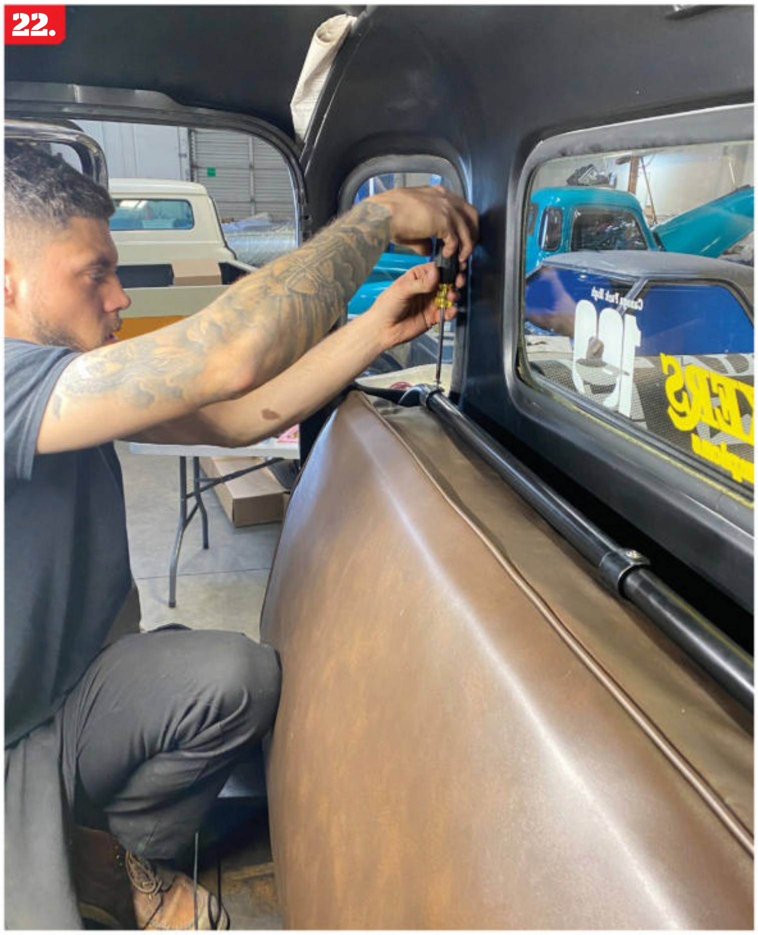

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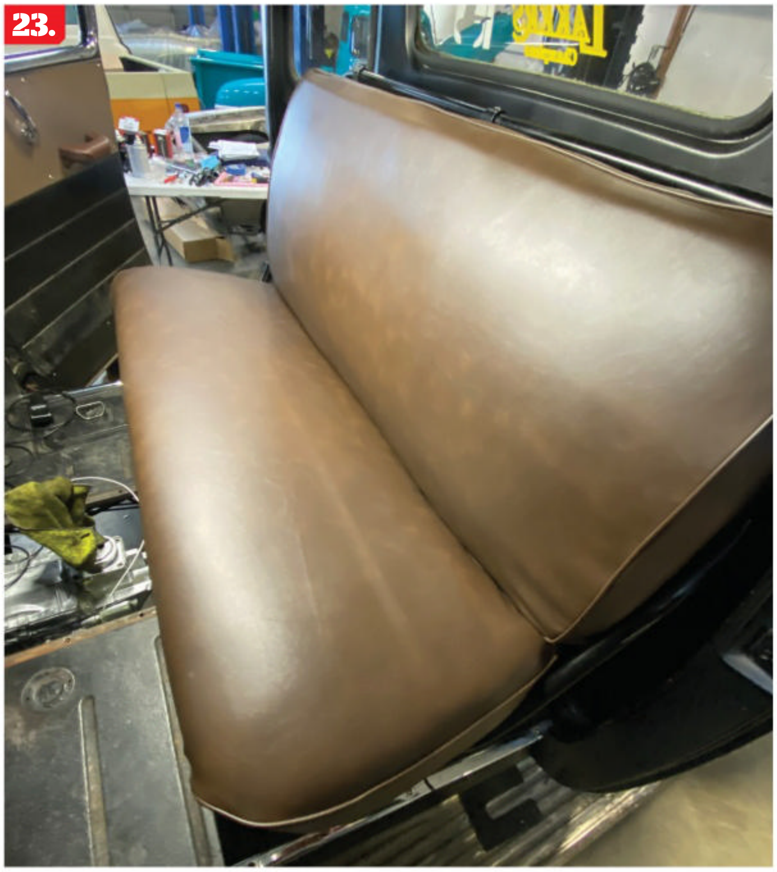

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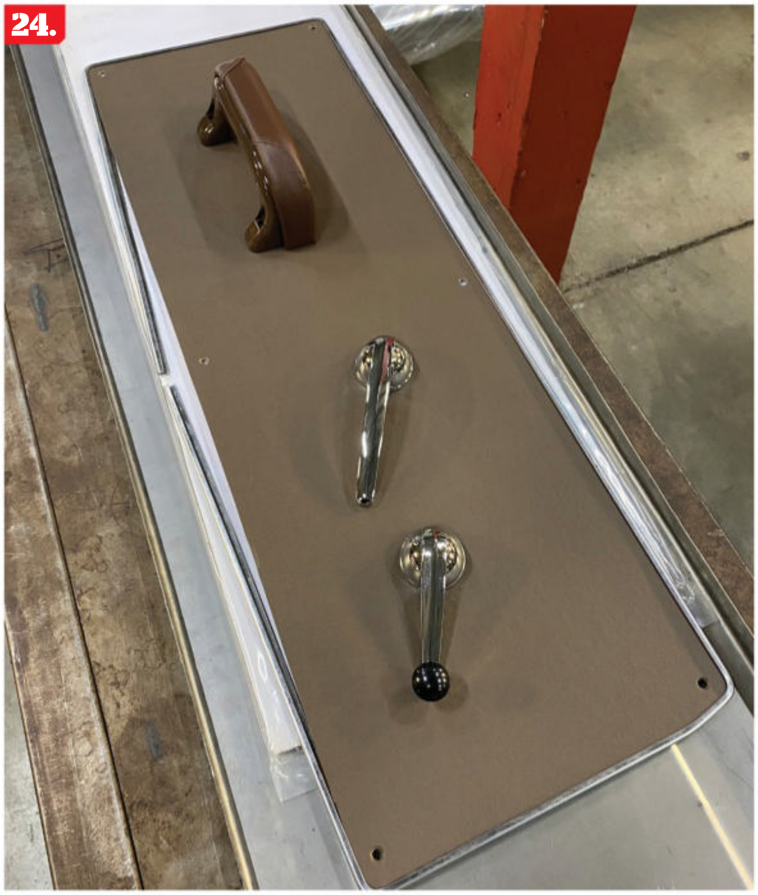

22. Stainless interior screws (with integrated washers—the same that came with the door panels) were used to attach the seat back to the Chevy's external base frame loop.

23. Then the newly wrapped bottom cushion was popped in place, and the seat upgrade portion was complete. Obviously, any upholsterer worth his salt will find some fault in our amateur job, but, ultimately, the owner was happy!

24. To bring the doors some new life, we also ordered Chevs repop panel inserts, stainless trim, armrests, and window cranks/door handles ...

25. ... all of which install with little effort and absolutely zero upholstery knowledge!

26. The result definitely ties everything together perfectly. Chevs of the 40's also offers new sunvisors and original-style headliner kits to completely finish off your '47-53 Chevy/GMC truck's interior.

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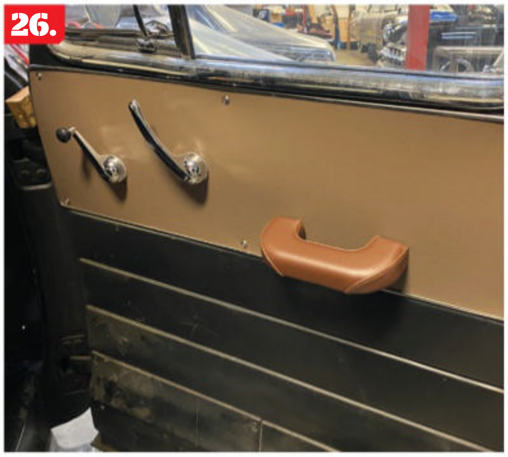

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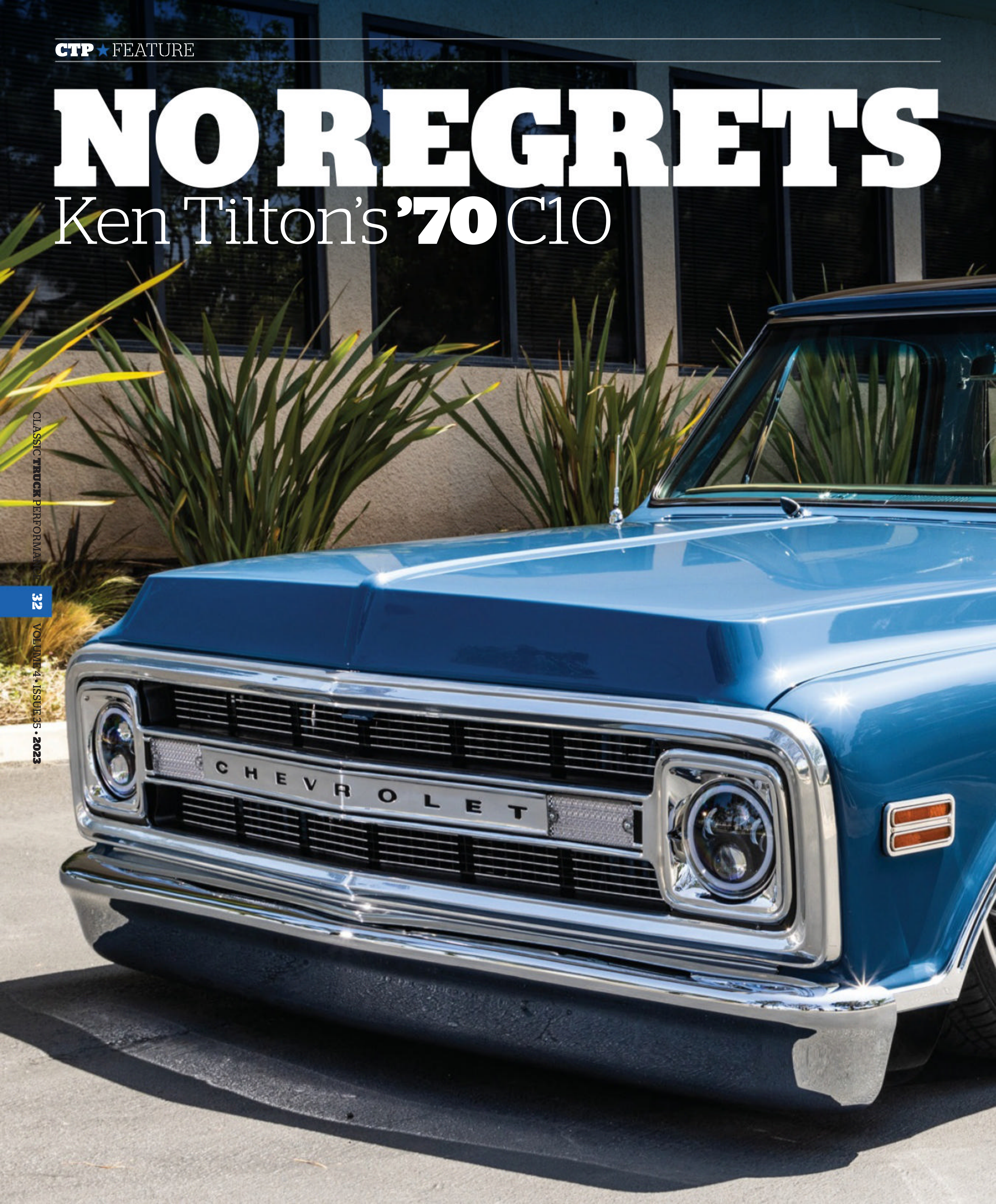
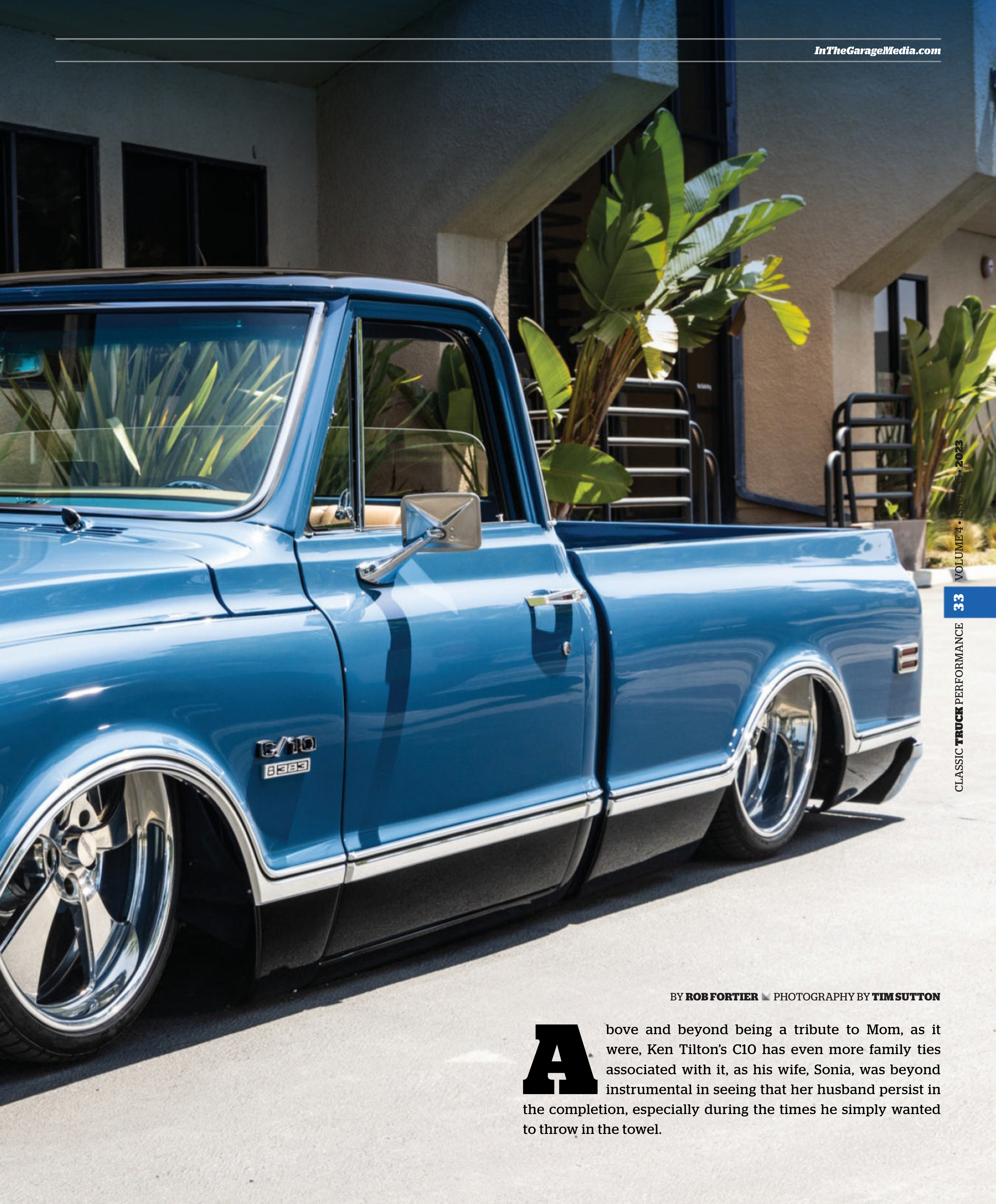
NO REGRETS

Ken Tilton's '70 C10

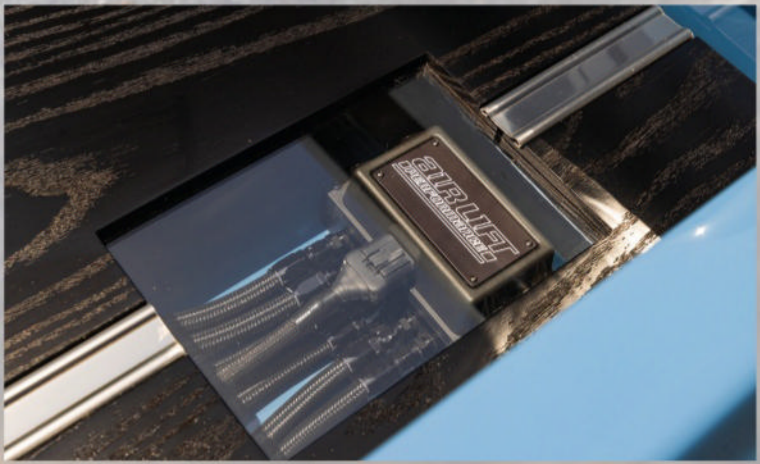




BY **ROB FORTIER** PHOTOGRAPHY BY **TIM SUTTON**

Above and beyond being a tribute to Mom, as it were, Ken Tilton's C10 has even more family ties associated with it, as his wife, Sonia, was beyond instrumental in seeing that her husband persist in the completion, especially during the times he simply wanted to throw in the towel.

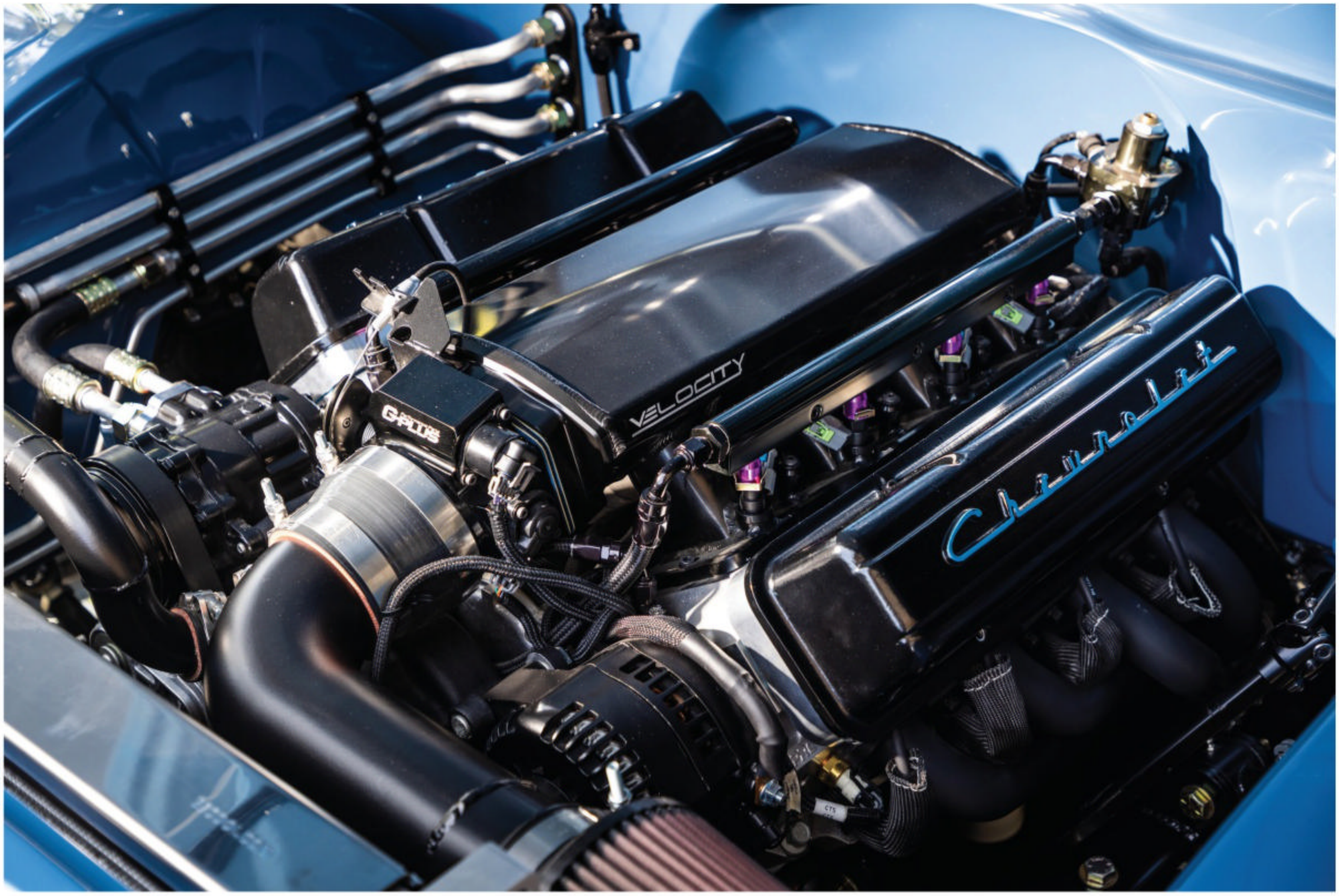
> ***When I was 15, my brother and I spent a summer with my aunt and uncle in Idaho. My uncle had a '70 C10 that I fell in love with. That trip was a special time for us due to my mother's [death] the summer before. So, having this C10 is a true remembrance of the summer.***
>
> ***—Ken Tilton***



“[Sonia] has been behind me since I got the truck back in 2006. There were multiple times when I wanted to sell it due to business and personal reasons ... but she would not let me. Her words were: ‘You will regret it! If you are going to build this truck, build it right ... and no short cuts!’” Ken told us. One couldn’t ask for a more supportive wife!

And though Ken initially purchased the truck (off eBay) well over 15 years ago, it wasn’t until 2018, with encouragement from his friend Kevin Pittman (aka Chassis Brad), that it went from a relic resting alongside his house in Glendale, Arizona, to becoming a full-on project. “Once we rolled that truck into my garage, the build was on!”

Over the following four years, Ken not only relied on Chassis Brad’s key player role in the build but enlisted the following to ensure that, as his wife insisted, there were no short cuts: Cory Bones (Broken Bones Garage: firewall/front wheeltub fabrication and mechanicals), Anthony Arteaga (Supreme Garage: body, paint, and final assembly, engine build and tune, and Bedwood & Parts install/finishing), Travis McGuire (roughed in the custom framework for the sliding rear window), Alfredo Carranza (Mizark’s Mobile Detailing: fabricated center console), and Edwin (The Chrome Guy: mass parts acquisition and referral to Supreme Garage!).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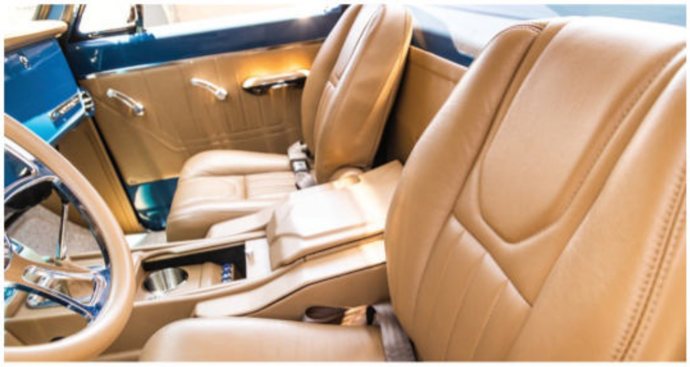

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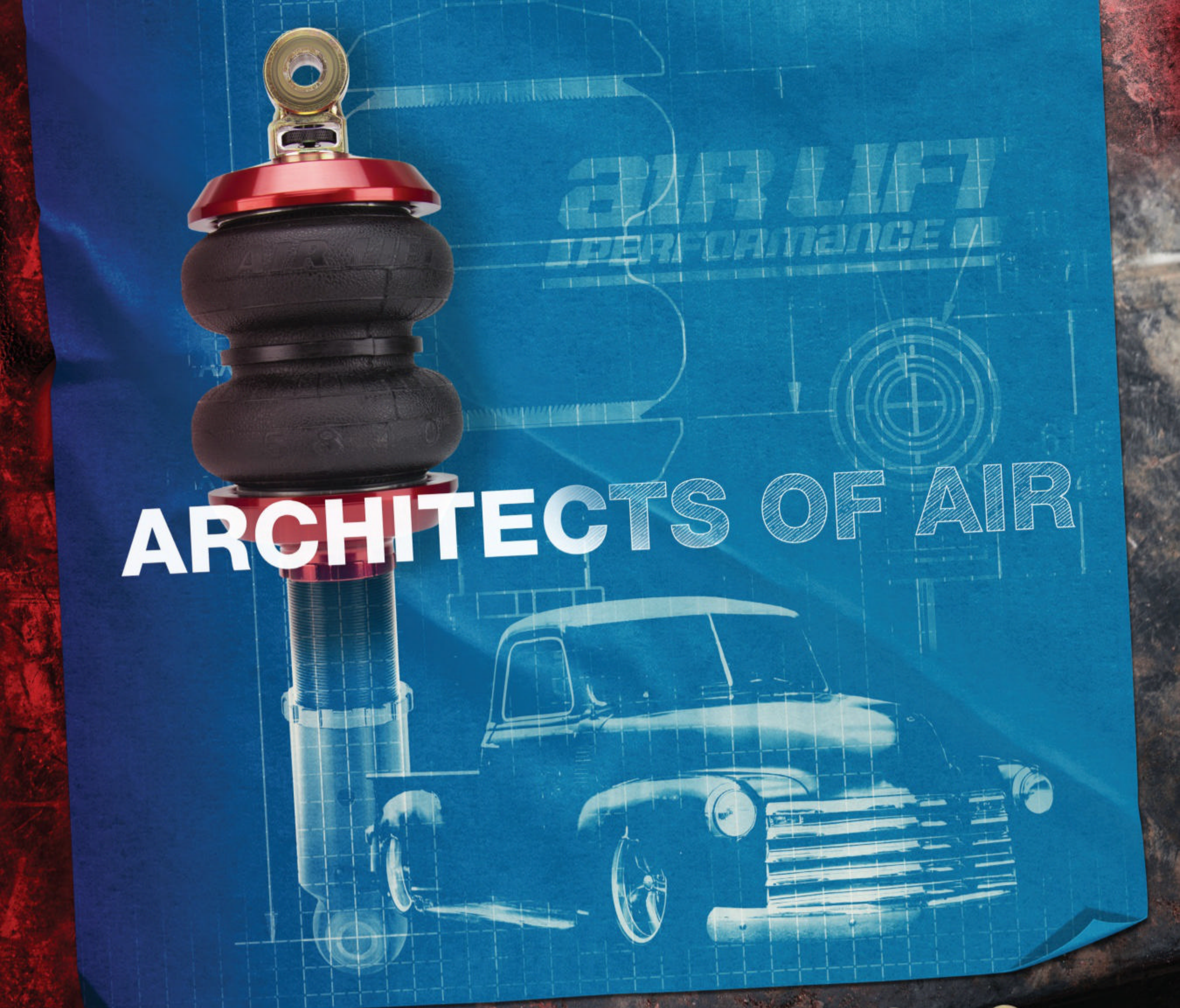
Ken's stunning C10 now rests on a Chopping Block foundation complete with its own front and rear airslammit-assisted suspensions (all properly color-dressed by Glendale Powder Coating), CPP Big Brakes (capped with 22-inch American Legend Apaches), and power rack-and-pinion steering. The aforementioned engine build by Supreme Garage revolved around a Texas Speed 383 long-block with Precision Race Components aluminum heads, TSP-fabricated manifold with Holley Terminator X EFI/ECU, and custom-fabbed exhaust. After he'd finished with the underlying (flawless) bodywork, Arteaga sprayed the C10 in Toyota Calvary Blue with Ebony Black rockers before Ken added the requisite full-chrome and stainless trimmings. Lastly, following the installation of Dakota Digital RTX gauges and wiring the entire truck using an American Autowire Highway 22 harness, Tilton enlisted Bell Auto Upholstery in Phoenix to handle the cab's classic saddle-colored leather interior.

Originally, Ken had purchased the truck to build and ultimately finish with his father—but unfortunately his dad died before the C10 was completed. "Back when we started to work on the truck, I would always watch American Hot Rod and the other cable TV shows that were on at the time and tell my dad that the truck could be done in six months … and every time I would see or talk to him he would always tell me, 'Man, that's a long six months!'" So, this one is indeed a true tribute to Mom AND Dad! **CTP**



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BY **JASON CHANDLER** PHOTOGRAPHY BY **JESSICA ROACH**

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AMD TRUCK JAM 2023

A Day of Fun and Giving Back to the Community

On a brisk yet sunny Saturday morning in Gainesville, Georgia, truck enthusiasts from all over the region gathered at Auto Metal Direct (AMD) for the Meet N' Eat Truck Jam 2023. But this event was more than just a chance to show off their prized vehicles, it was an opportunity to give back to the community in a big way.

Every truck entry fee, spectator fee, and vendor fee were paid in the form of a new, unwrapped stuffed animal, which would be donated to the local children's hospital and police department through the Eddy Bear Foundation. This unique twist on a truck show not only brought joy to the participants and spectators but it also made a meaningful impact on the lives of children in need.

The event was a huge success, with a wide variety of trucks on display, from vintage pickups to custom rigs with all the latest bells and whistles. Attendees enjoyed food, music, and a variety of vendors selling everything from truck parts to accessories.

AMD, a leading supplier of high-quality restoration parts for classic cars and trucks, was thrilled to host the event and support such a worthy cause. “We are passionate about trucks and our community, and we were honored to bring these two together for such a great cause,” Jason Chandler, marketing director for AMD, says.

The Meet N’ Eat Truck Jam 2023 was a reminder that the truck community is more than just a group of enthusiasts, it’s a group of people who care about making a difference in the world around them. By coming together to support the Eddy Bear Foundation they were able to make a positive impact on the lives of children in need while also having a great time and showcasing their vehicles.

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As the day drew to a close, everyone left with a sense of satisfaction knowing that they had played a part in making the world a better place. It was a day of fun, community, and giving back—a true testament to the spirit of the truck community. With over 700 new stuffed animals, the Eddy Bear Foundation partnered with Children's Healthcare of Atlanta and Gainesville Police Department to bring a little joy to the lives of these deserving children.

For more information on the next Meet N' Eat at AMD, follow them on all social channels @autometaldirect. **CTP**

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BY **"ROTTEN" RODNEY BAUMAN** ■ PHOTOGRAPHY BY **THE AUTHOR**

HONKING WITH CONVICTION

Big Horns Trump Sheepish Beepers

1. According to ancient treasure maps and what's left of my own memory, our horn quest should conclude on the porch of this old house.

Cruisin' low and slow in big-city traffic I've certainly heard my share of automobile horns. Have you heard the shrill pitch of a typical modern horn today? Those don't exactly issue an authoritative warning, do they? Years ago when American iron was more likely to be manufactured in America, you'd have absolutely known if you'd received a honking.

For our long-ongoing '55 Chevy second-series project, it's finally time to think about the littler things. With shelves' worth of parts inventoried on pallet racks, we have only the standard left-side horn in the mix. Coincidentally, we've not yet ever seen an original truck of this type with a complete pair of horns. Despite the core support's louvers for two, so far there's always only one.

As decibel dispensers, a two-tone pair of originals would surely command respect. Since we know they'd bolt right on and line right up with existing louvers, it would make good sense to use them—if we could only find them.

At times like these it's good to have access to an older wrecking yard. If I haven't already mentioned this too many times before, I was brought up in that type of environment. Today there's not much left of the inventory, but for a short time longer there's still a few parts stashed.

Back in California, on the front porch of one crumbling structure there's a wall of ancient orange crates. They're historically significant in their own right, but they were also used for pre-dismantling and stocking small parts. Last I checked there's a matching pair of 12V horns still in one of those crates.

Going only by memory, the aforementioned horns are from the Delco-Remy division of General Motors, and they're early enough that they're not made of plastic. I'd imagine they date to circa late '60s—and that's when horns were honkers!

Best of all, as I recall, the pair is symmetrical, as in (right and left) mirror images of one another. Since a lifted hood will occasionally expose them, we'd like them to look as though they belong.

In just the right positions behind the core support's louvers, the smaller-than-stock Delco-Remy horns should look right at home. Quite conveniently for us, threaded mounting holes are already present in about the right places.

To get the mini-megaphone portions aimed properly through their louvers, the horns will need to be re-clocked. We can modify brackets for that, but providing certain rivets are uniformly spaced, there may be an easier way.

First things first; for any of this to actually happen there'll be travel involved. The way our horns are hidden, shipping won't be possible. It's not like I can give directions to the secret stash place where no one else would ever go.

As the plan stands I'll just go fetch that matching pair of symmetrical, two-tone, Delco-Remy horns. For the return trip I'll just stuff them in my Samsonite and roll—without much illustration for that particular step.

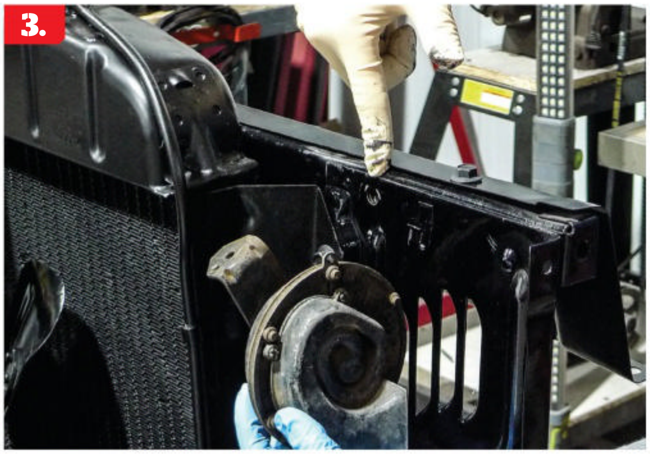
Have you ever wondered what (apart from a big-city motorist) makes a horn honk? Back at the shop, we'll conduct exploratory dissection. If it turns out they're good enough to continue working with, we'll restore and/or modify our honkers as necessary from there.

For our own particular purposes, we don't mind that they're not exactly stock for our '55 Chevy second-series project, nor do we mind that a to-the-letter restorer of GM muscle cars might gladly pay up for the pair. Once they're resplendent in shiny black urethane they should fit in with their classic truck surroundings just fine. **CTP**

2.

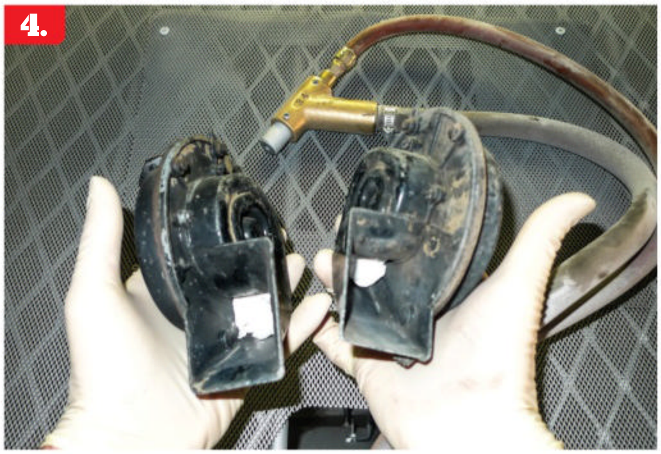
2. Sure enough, they're still right here in the same old orange crate. For whatever reason, they were pulled but not sold. We'll never know that part of their story.

3.



3. Back at the shop, let's first confirm fitment expectations. The factory-provided horn-mounting holes are already threaded, and indeed they're in the right places.

4.

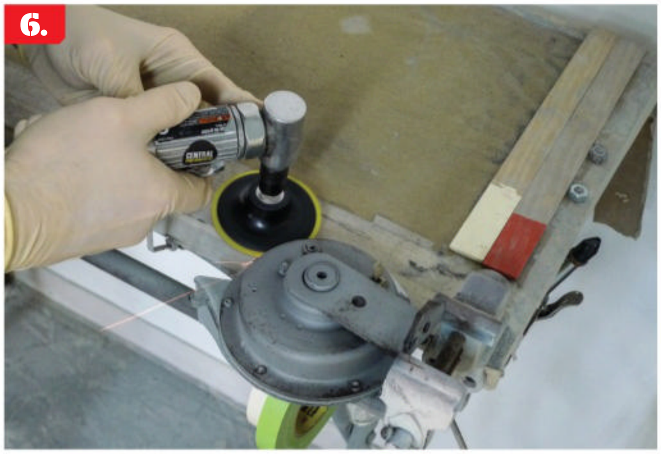


4. For our horn's initial cleanup blast, we've stuffed some paper toweling up their snouts. This'll be their first of two laps through the old bead-blasting cabinet.

5.

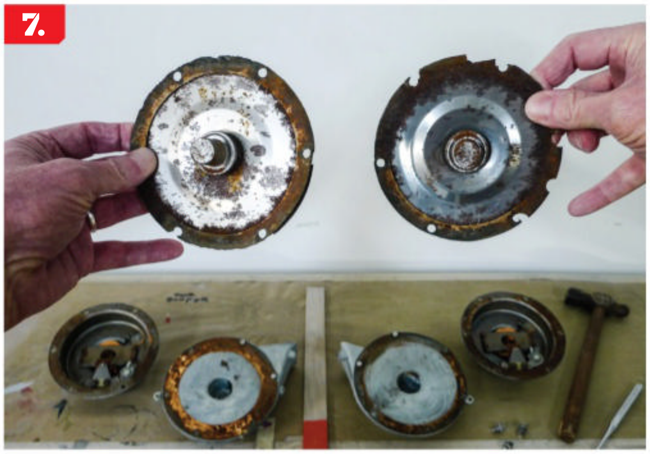
5. Since it's time to replenish anyway, we're adding new 80-grit glass beads. We get ours down the road from our local Harbor Freight store.

6.



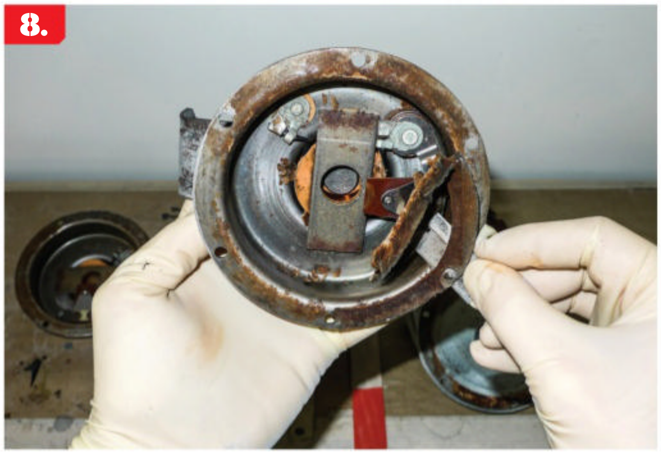
6. With initial bead-blasting pretty much done, we're grinding heads of rivets. Here a little Harbor Freight angle die grinder with a 3-inch, 36-grit, Roloc-type disc works well.

7.



7. Because this pair has taken in moisture, their dainty diaphragms show rust right through their protective plating. Bead-blasting would likely ruin these parts.

8.



8. We won't be bead-blasting the inner workings, either. In a manual manner we'll clean these up as best we can. Obviously, there'll be no salvaging the gaskets.

9.

9. Perhaps partly due to age, the factory's sealant glue is tough. To clean the gasket-mating surfaces a short length of Emery cloth is helpful, but still, this is tedious work.

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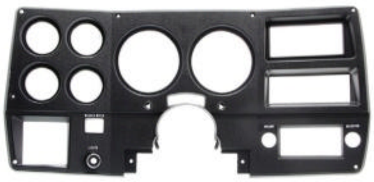

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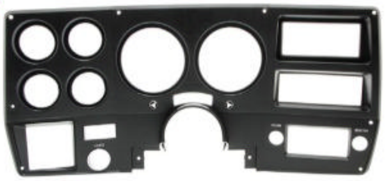

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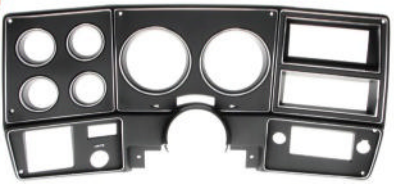

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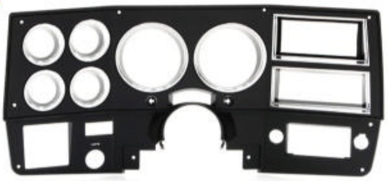

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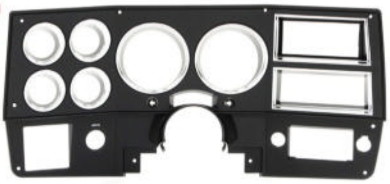

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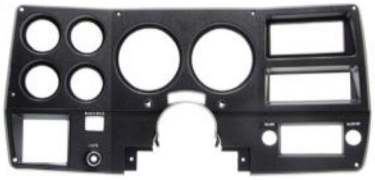

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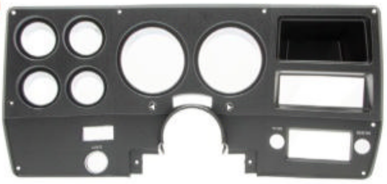

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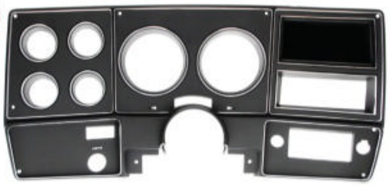

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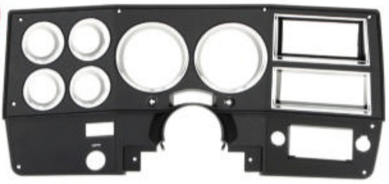

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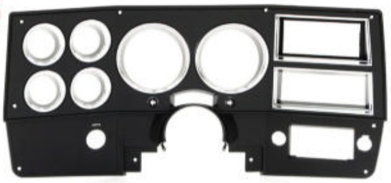

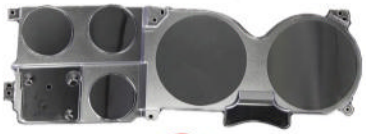
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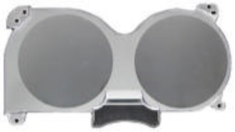
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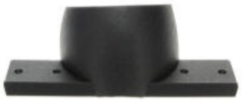
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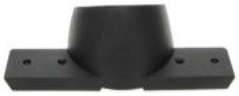
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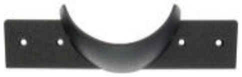
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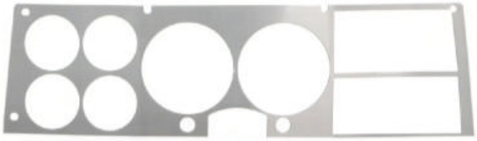
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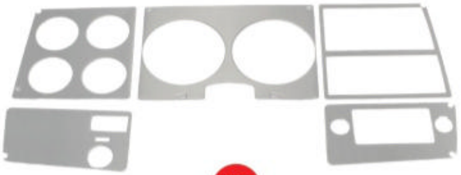
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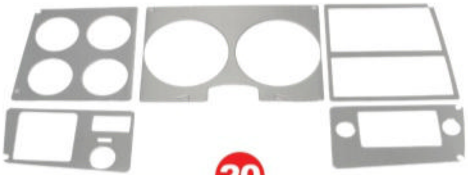
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#	YEAR	MAKE	DESCRIPTION	MODEL	PART #
1	73-74	Chevy/GMC	Bezel w/ AC - Black/Chrome	PU/SUV	460-4073-AC
2	75-77	Chevy/GMC	Bezel w/ AC - Black/Chrome	PU/SUV	460-4075-AC
3	78-80	Chevy/GMC	Bezel w/ AC - Black/Chrome	PU/SUV	460-4078-AC
4	81-83	Chevy/GMC	Bezel w/ AC - Black/Chrome	PU/SUV	460-4081-BAC
5	84-87	Chevy/GMC	Bezel w/ AC - Black/Chrome	PU/SUV	460-4084-BAC
4	73-74	Chevy/GMC	Bezel w/o AC - Black/Chrome	PU/SUV	460-4073
7	75-77	Chevy/GMC	Bezel w/o AC - Black/Chrome	PU/SUV	460-4075
8	78-80	Chevy/GMC	Bezel w/o AC - Black/Chrome	PU/SUV	460-4078
9	81-83	Chevy/GMC	Bezel w/o AC - Black/Chrome	PU/SUV	460-4081-B
10	84-87	Chevy/GMC	Bezel w/o AC - Black/Chrome	PU/SUV	460-4084-B
11	73-80	Chevy/GMC	Gauge Lens w/ Clock	PU/SUV	474-4073-71
12	73-80	Chevy/GMC	Gauge Lens w/o Clock	PU/SUV	474-4073-72
13	73-80	Chevy/GMC	Gauge Lens w/o Gauges	PU/SUV	474-4073-73
14	81-87	Chevy/GMC	Gauge Lens w/ Clock	PU/SUV	474-4081-71
15	73-77	Chevy/GMC	Upper Steering Column Cover	PU/SUV	458-4073-1
16	78-80	Chevy/GMC	Upper Steering Column Cover	PU/SUV	458-4078-1
17	81-91	Chevy/GMC	Upper Steering Column Cover	PU/SUV	458-4081-1
18	78-80	Chevy/GMC	Bezel Trim w/ AC - Brushed Aluminum	PU/SUV	460-4078-1BAC
19	78-80	Chevy/GMC	Bezel Trim w/o AC - Brushed Aluminum	PU/SUV	460-4078-1B
20	81-91	Chevy/GMC	Bezel Trim - Brushed Aluminum	PU/SUV	460-4081-A

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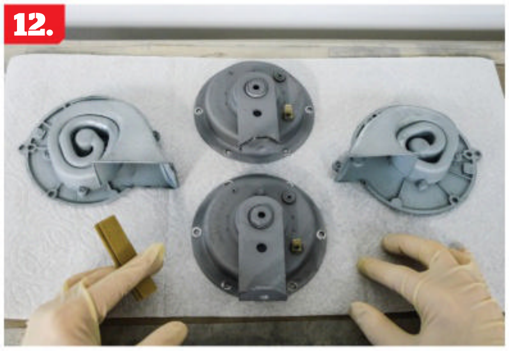

10. With their innards now 'tended to, it's time for a second lap through the old bead-blasting cabinet. For that we'll fashion temporary gaskets and screw these together.

11. This might be a good time to enlarge mounting holes as necessary. Since our bit wants to seize, a reversible drill is handy. From Harbor Freight, this one owes us nothing.

12. At this point we're satisfied with our blasting. These pieces can now be blown off and painted, but what about the rusty diaphragms?

13. While we're painting other pieces we'll let Evapo-Rust clean diaphragms. This non-toxic rust remover is reusable, is quicker than molasses, and is sold at Harbor Freight.

14. Back in 2018 this cute little Harbor Freight detail gun was only $11.99 on sale. Since its purchase, it's been shelved and waiting for just the right job.

15. Following disassembly and thorough removal of preservative lubricant, it can finally be put to work—had I not dropped and lost one tiny packing nut, it would've been.

16. Due to technical difficulty (my own clumsiness) we'll not expound the paintwork steps. The nutshell version is, we're pleased. Now let's go check on our diaphragms.

17. Having soaked for 72 (or so) hours, our previously rusty diaphragms have cleaned up nicely. Around their edges a household scouring pad is used on remaining glue.

18. With parts now scrambled we discover that our diaphragms differ in thickness. The cast seashells are marked (H 'n' L) so let's use the thinner diaphragm for the high-note horn.

19. From the outside of the stamped steel housings our points are adjustable. They look fine, but we're using a flexible point file just the same.

20. Later for tuning we'd like a proper socket. Our adjusting screws are stars. A 1/4-inch 12-point wouldn't fit, so we ran to Harbor Freight for this E-Torx set to try—prior to pliers.

14.
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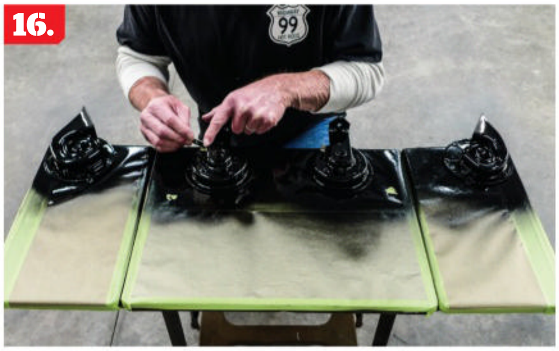
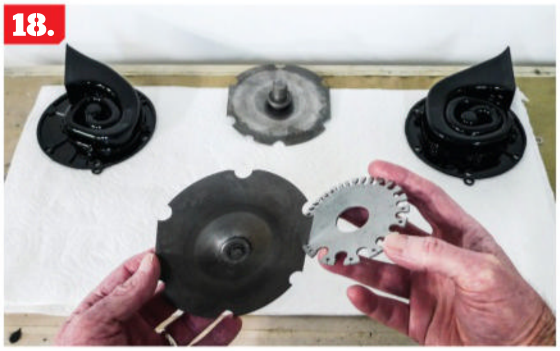
Professional
Adjustable Mini Detail
SPRAY GUN
Comes with cleaning brush and wrench
4 oz. gravity feed cup
20-50 PSI operating pressure





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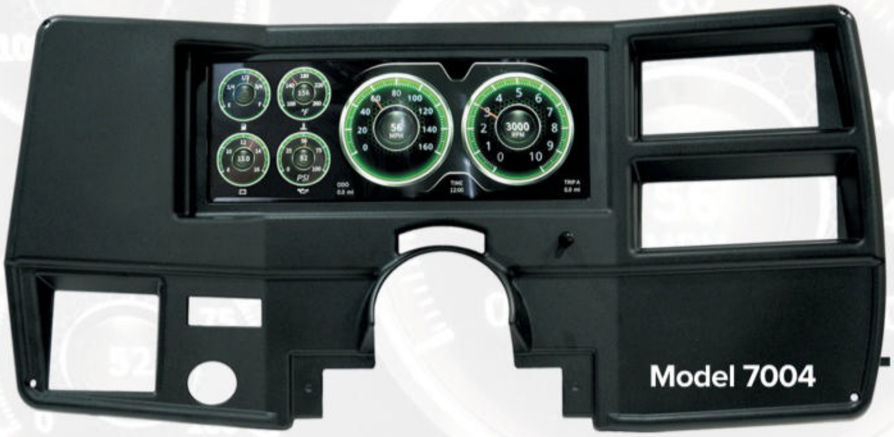
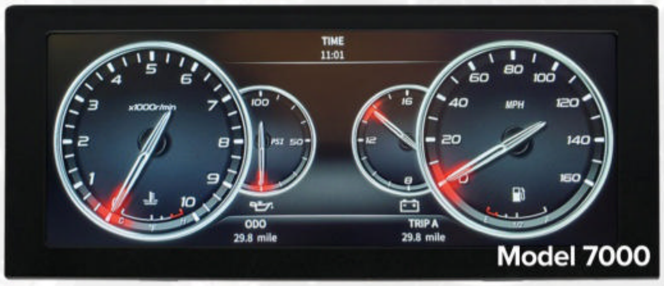
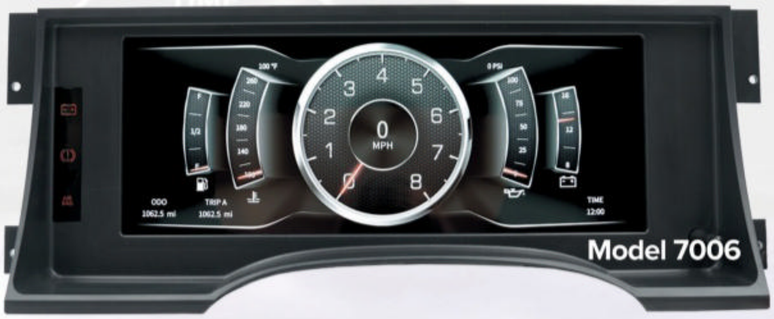


Universal LCD Dash



Chevy Truck, 95-98



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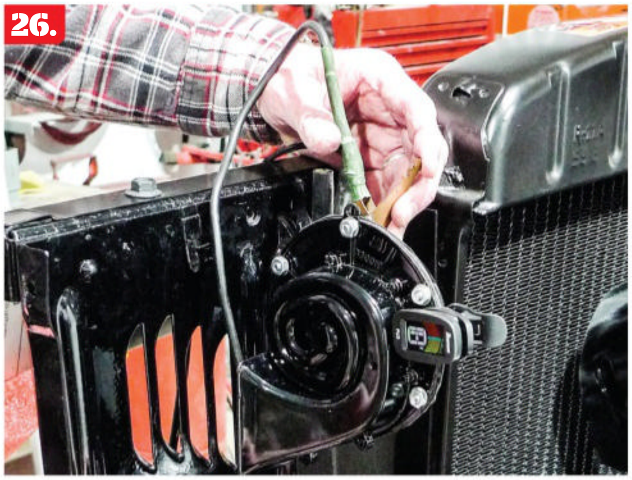

21. As we've learned, having gaskets in place is important. During testing without them our horns made humming sounds only. Now let's reassemble and try again.

22. Here at our makeshift honk-testing station we like what we hear. They're obviously two-tone. They'll likely sound even better mounted solidly in place.

23. Now that we're satisfied they're functional and we won't need to go back in, let's disassemble once more and seal the deal with gasket cement.

24. For final installation, star washers are used for best-possible grounding. Bull's-eyed right behind their louvers, mini-megaphones are downturned just right for drainage.

25. With temporary test-wiring done enough, it's time for fine-tuning as necessary. This little tuner works great for stringed instruments. Let's see how well it works for horns.

26. OK, so it's not working here. By ear, however, our horns are honking out low E and high F notes. We think they'll sound just fine together. Next up, let's test our theory.

27. Oh my goodness, the devastating decibels! Granted, we've worked for this, but here in the end our good ol' American honkers emit some vicious pitches.

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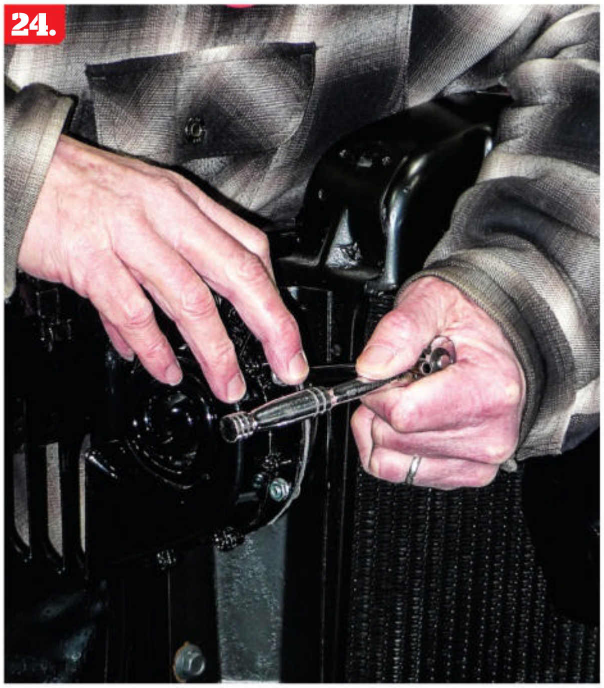

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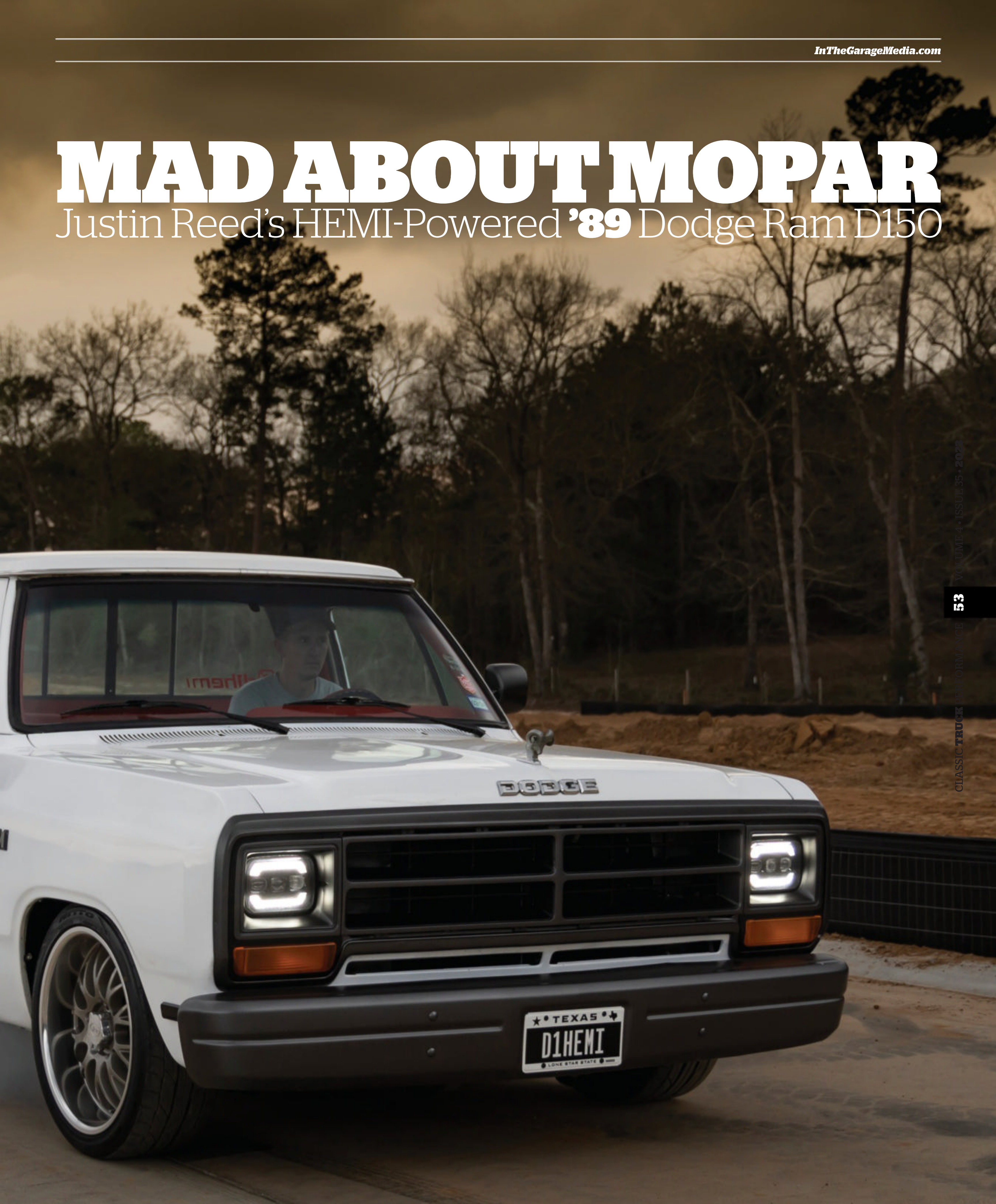
Have you ever wondered why there aren't nearly as many Dodge trucks out at shows as there are Chevy and Ford pickups? Those of you who have are most likely Mopar fans because the vast majority of showgoers probably don't even stop to think about the misrepresentation of Dodge badges at these events. The fact of the matter is that there aren't enough of these trucks being built and customized for show and performance sake. Frankly, there are far less Dodge enthusiasts out there. Also, the aftermarket just isn't as supportive as it is with the automaker's counterparts, which makes it that much harder to build one. It's just the way things are but when there is a badass Dodge truck lurking in the shadows, you had better believe we'll be there to document its presence.

MAD ABOUT MOPAR

Justin Reed's HEMI-Powered '89 Dodge Ram D150


DODGE
TEXAS
D1HEMI
LONE STAR STATE

“I am a Dodge lover, and I’ve been wanting to build a pro touring-style truck for the longest time,” Justin Reed of Whitesboro, Texas, says. “No one builds Dodge trucks, and that gave me the perfect excuse to go out and create something that was a little different from the norm.”

Justin soon began his search for an ideal project pickup, which he found in this ’89 Ram D150. He began the inquiry and negotiation process with the previous owner and landed on a deal that would allow him to haul the truck out from under the carport where it had been parked for the last five years. “So, I am now the third owner of this truck,” Justin adds. “It had been a farm truck all of its life, was not in running condition, which is why it was parked for so long. The upside was it only having 72,000 original miles on the stock 318 engine, and that it was a very clean, rust-free Texas truck. That’s all I know about the truck’s past, but it was enough info for me to build on.”

Well, the Ram’s factory engine didn’t last for long once Justin got it back up and running. He was fine with it, actually. The way he saw it, this was just an opportunity to do something he’d already given some thought to—a HEMI swap. “My buddy has a ’79 Cordoba that he did a HEMI swap on already, so he knew how to do it. So we bought a ’16 HEMI motor with an eight-speed transmission from a wrecked truck, then ordered other things over the next six months before we started on the build. Last summer we spent the weekends and some occasional weeknights wrenching to whip the truck back into shape.”

d1hemi
D1Hemi
TEXAS
D1HEMI
LONE STAR STATE

Holley motor mounts and a transmission crossmember helped make the engine swap a smooth success. From there, a few additions in the way of an engine harness from Hotwire, a K&N air cleaner, a Corsa exhaust from an SRT8 Dodge Charger and dual electric fans were made to get the HEMI up and roaring with style and ultra-reliable performance.

Next, Justin recruited Josh Norris of Grey Bush Hotrods to assist with the chassis overhaul, which would soon leave the Ram's stance much lower and agile. "Josh is a great friend, and while he doesn't have an actual official business yet, he can get a lot done out of his four-car garage," Justin admits. "He is the oldest in our group, so we call him Grey Bush. I came up with his shop name, which he actually kind of likes, so we are running with it."

While the Dodge was in the shop, the guys installed a set of custom upper arms that were fabricated by Brandon LS Fruth, along with a set of modified lowers from a Dodge Ram van. The rear of the frame was C-notched and was then outfitted with a custom torque arm bar and axle flip to lower the suspension substantially. A set of 14-inch R1 Concepts drilled-and-slotted brakes were then added to the front end while the stock rear braking system was left in place. The 20x8.5 and 20x10 Coys C44 wheels wrapped in Nitto NT555 G2 rubber were then mated and bolted into position to finish up the truck's chassis setup.

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While Justin does have plans to paint his Dodge, he has decided to put it off for the time being but has made some big upgrades to the exterior thus far. What he has done is pull the factory body moldings off and painted the stock bumpers, grille, mirrors, and door handles a satin gray color to contrast the truck's existing stock white paint. BW Customs and Automotive in Whitewright, Texas, was called on to create the one-off tailgate decals and powdercoated doorsills that would soon adorn the interior. The inside of the bed was treated to a Raptor Liner finish and the engine bay has been sanded and painted to match the bumpers. Even though this might not be what the final version of the truck will look like, it's a pretty damn good start.

The inner cab space was fully decked out, however, with a killer red vinyl-covered bench seat, cab panels, dash, and 14-inch Billet Specialties steering wheel in order to completely transform the interior landscape. Dakota Digital VHX gauges, Sublime Technologies adapters to run the A/C, Memphis Audio speakers, custom LED lighting, and various accessories were also pieced together to give the cab space a well-appointed look and feel that may be good enough to withstand any restyling phases that could be in this truck's future.

Before he knew it, Justin had a running, driving, fully customized Dodge truck that he felt was ready to show and put to the test. "We finished up on it the day before the 2023 LST show and decided to drive it 250 miles to get there," he says. "Aside from running out of gas along the way due to the gauge reading not being exact, the truck performed great. We still want to install a four-link, add a Hellcat blower, and maybe change up the wheels and some other things, but I just want to enjoy it as-is for the rest of this year. Thank you to my uncle Randall and my buddy Coley Vale for helping out with the project." **CTP**

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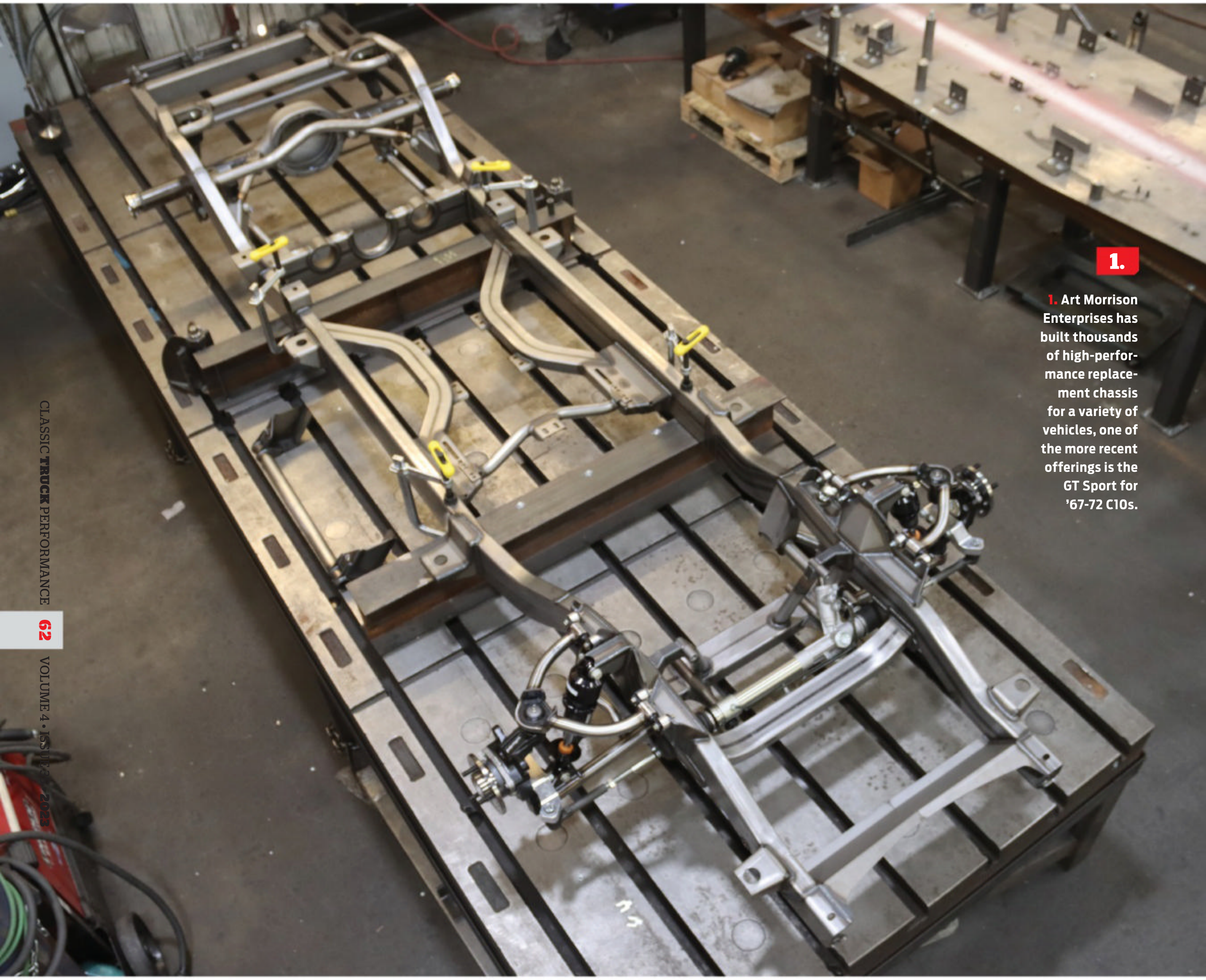


1.

1. Art Morrison Enterprises has built thousands of high-performance replacement chassis for a variety of vehicles, one of the more recent offerings is the GT Sport for '67-72 C10s.

BY **RON CERIDONO** PHOTOGRAPHY BY **CHADLY JOHNSON** AND COURTESY OF **METALWORKS**

PERFORMANCE CAR HANDLING WITH CLASSIC TRUCK APPEAL

Art Morrison Enterprises' GT Sport Chassis for '67-72 Chevrolet/GMC Pickups

Early in 1970 Art Morrison could be found at any number of dragstrips behind the wheel of the VW pickup wheelstander named "American Flyer"—and fly it did with a fuel-fired big-block Chevy in the bed. By 1971, Art Morrison Enterprises (AME) began as a one-man operation in a home garage focusing primarily on manufacturing drag race chassis along with related components, and, as it's often said, the rest is history.

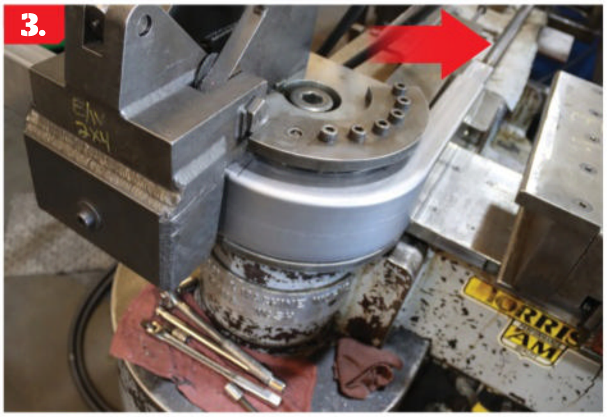
Over the years AME's product line expanded most notably by pioneering the high-performance, bolt-on chassis market, which began with the '55-57 Chevy GT Sport chassis developed in 2002. Today, AME can provide custom one-off chassis for almost anything with wheels, along with a complete line of vehicle-specific chassis, including '67-72 Chevrolet/GMC pickups.

AME's C10 chassis is based on 2x6-inch framerails with bracing and crossmembers engineered to provide a significantly stiffer foundation when compared to the stock frame, and the new GT front suspension option improves handling dramatically. As AME's president, Matt Jones, explains it, "The GT Sport front suspension was designed with higher load ratings in mind. Wilwood's forged knuckle was the foundation primarily due to the bolt-on hub bearing. This type of bearing fits every wheel out there, unlike the spindle-type design. Compared to previous designs every material specification was increased. Control arm tubes are thicker and larger diameter, bushing diameter is used in the lower arm, the welded bosses in the crossmember are larger and everything is in double shear." Jones adds, "the most notable change is the lower arm design." The front inner control arm bushing is right at axle centerline, as a result all the lateral load is to that bushing and makes the overall design very stiff. Also, the rear bushing is placed far away to lengthen that lever arm—meaning that bushing doesn't have to work as hard to control the forces, which means there's less deflection under braking and cornering, not to mention longer bushing life."

A major focus of the GT Sport suspension design was driveability and what is best described as street manners. Jones points out, "The roll center migrates less than 3 inches during hard cornering." That's engineer-speak that means the point the chassis rotates around as the vehicle leans in a corner remains relatively constant despite the suspension's movement; in other words, the vehicle's handling remains consistent in the corners, eliminating the need for countless steering corrections. In addition, Jones tells us the suspension's camber gain is aggressive enough to make any truck handle well, which is another way of saying the tires' treads stay planted to the pavement when cornering, providing the best possible grip. All these factors can be summed up by saying the GT Sport chassis' handling characteristics will be very predictable in any situation.

To complement the GT Sport front suspension, AME offers the tried-and-true rear suspension combination of a 9-inch housing with a triangulated four-bar and coilovers. Also available is AME's sophisticated Multi-Link independent rear suspension (see "Riding on a Cloud" story in the Oct. '22 issue of *CTP*).

Like the thousands of award-winning rides built by pro builders and home hobbyists, owners of '67-72 Chevy C10 pickups can take advantage of the superior handling, improved ride quality, and lowered stance with GT Sport chassis from AME. It's a bolt-in project with no welding required and the result will be performance car handling in a classic truck package. What could be better than that? **CTP**



2. AME's unique production process uses a mandrel tubing bender that results in a wrinkle-free contour.

3. Mandrel benders use an internal die that fits inside the tubing *(arrow)* to make smooth bends.

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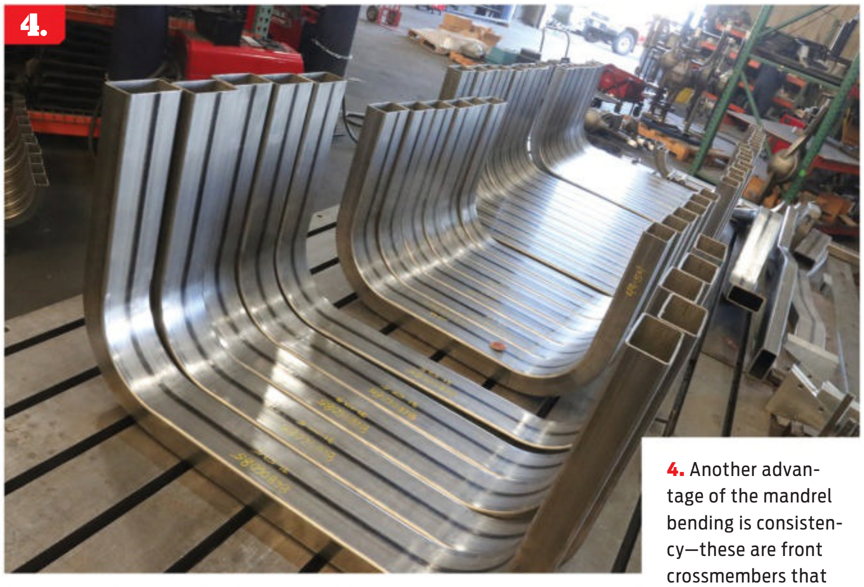
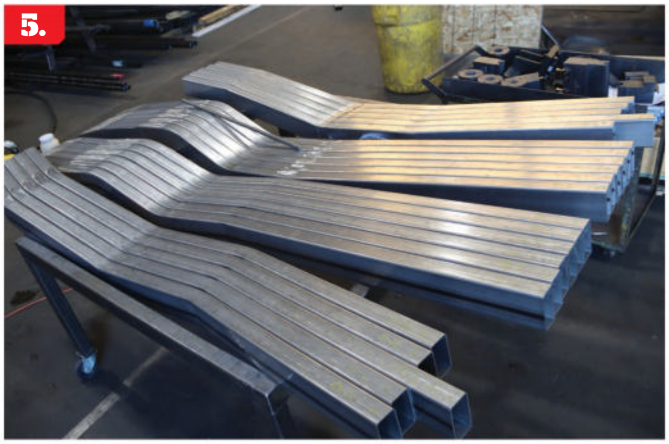
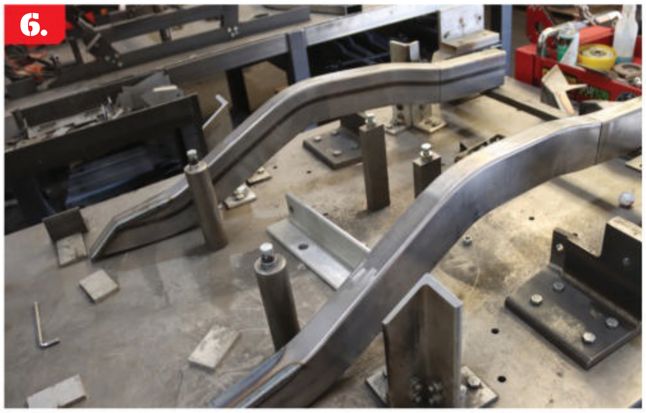
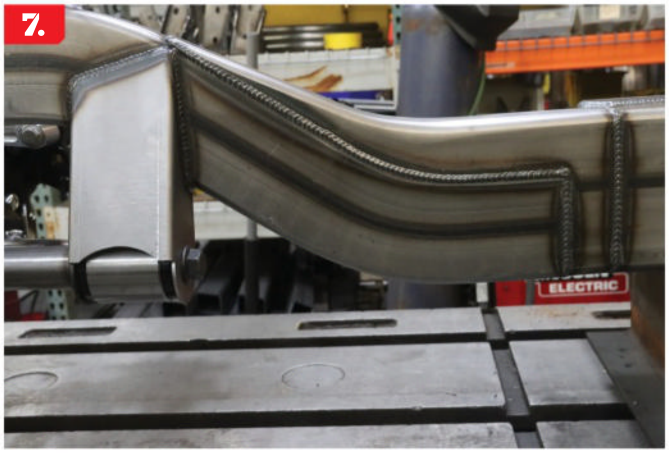








4. Another advantage of the mandrel bending is consistency—these are front crossmembers that will be cut to the proper length for specific applications.

5. Like the crossmembers, framerail sections are also mandrel bent.

6. Depending on the chassis the front and rear frame sections may be built separately.

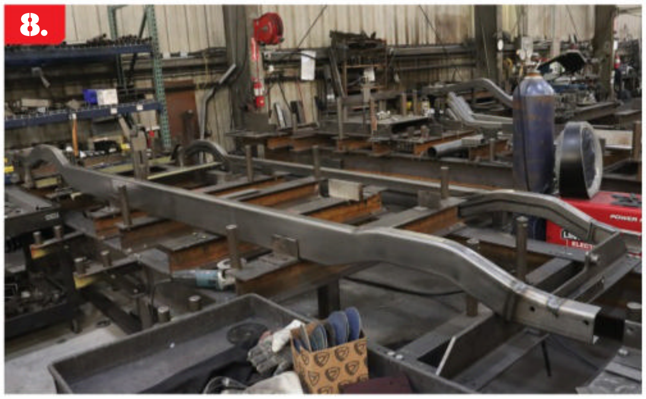
7. Here the 2x4-inch front section of a C10 GT Sport chassis has been welded to the 2x6-inch main framerails.

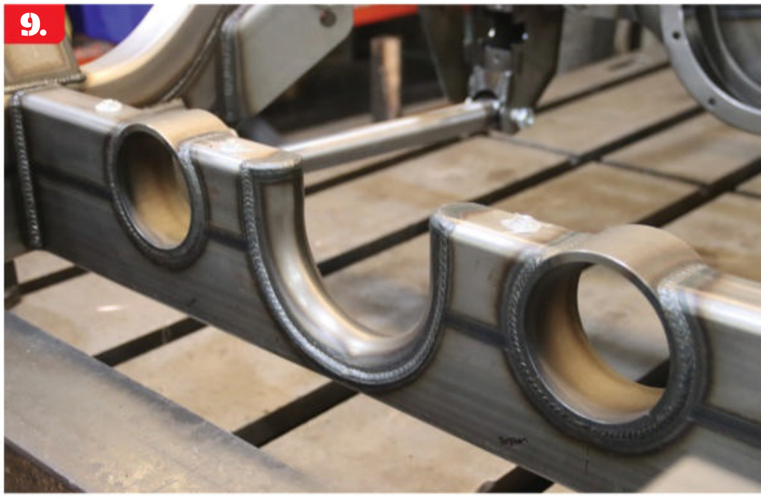
8. Here the assembled framerails are positioned in a precision jig so the crossmembers can be installed.

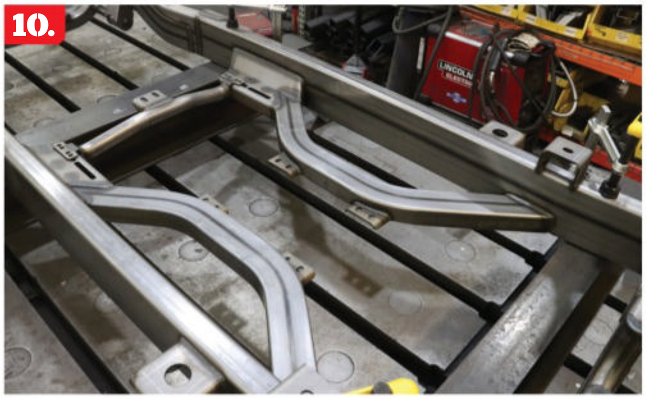
9. For adequate ground clearance the exhaust is routed through the framerails and engine placement is optimized so the oil pan is flush with the bottom of the frame.

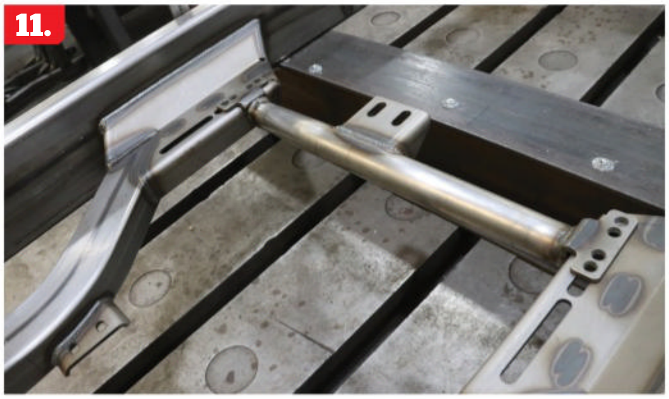
10. The frame's torsional rigidity is ensured by the addition of the 2x4-inch center X-member.

11. To accommodate a variety of gearboxes the transmission mount is adjustable.









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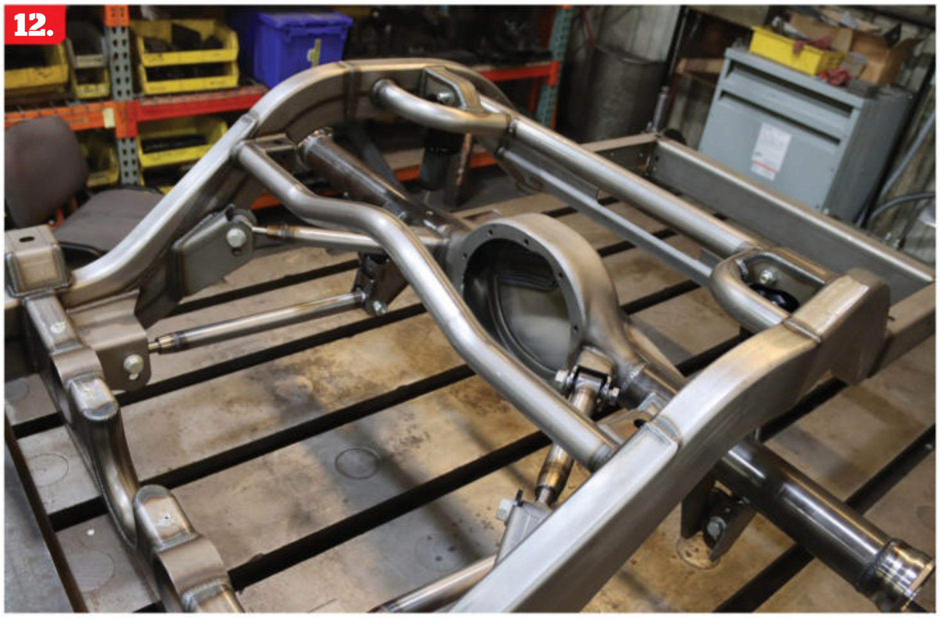

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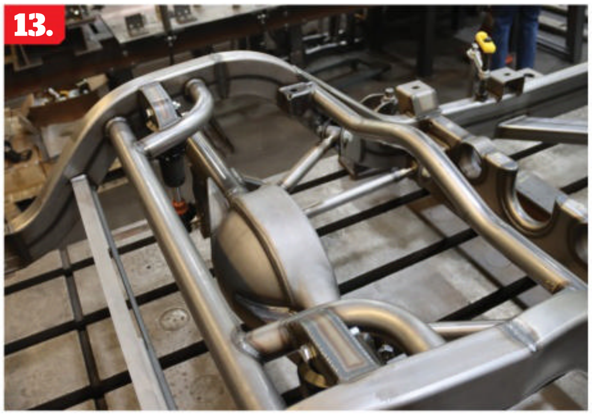

12. AME's triangulated four-bar eliminates the need for a Panhard bar and provides excellent forward bite, lateral stability, and antisquat geometry.

13. Starting with Currie Enterprises housings, AME installs the axle tubes, housing ends, and brackets in-house. The Strange coilovers mount to the tubing structure above the housing.

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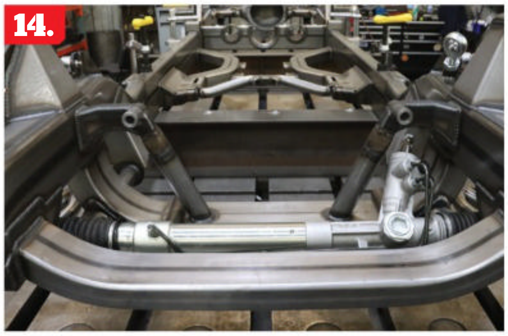

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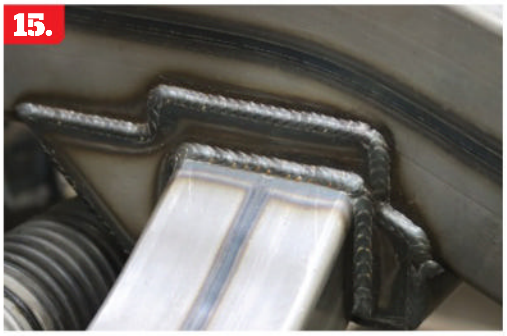

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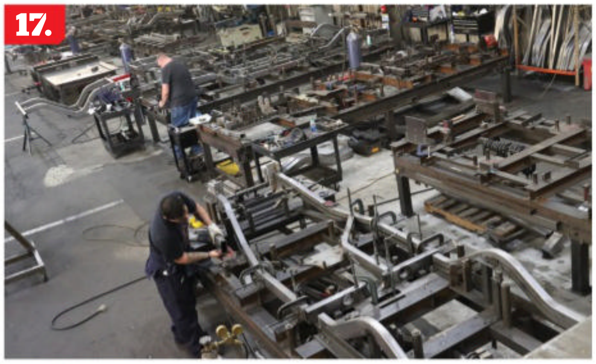


14. GT Sport rack-and-pinion power steering is AME's design with a 17.5:1 ratio. It has a firm valve design that provides excellent road feel.

15. This front crossmember installation is typical of the quality construction found on all AME chassis.

16. Components like control arms are assembled in CNC-created precision jigs and fixtures.

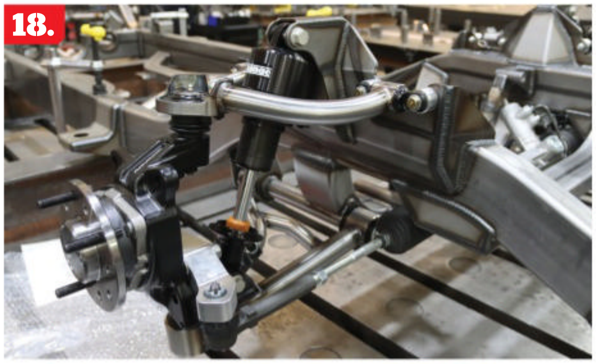
17. AME is a busy place. Each and every AME chassis variation requires a unique fixture.

18. GT Sport front suspensions feature Wilwood forged aluminum uprights with integrated modular bearing assemblies.

19. The upper ball joint cups are completely CNC machined from billet—the ball joints are C10 designs for high load capabilities and the coilovers are from Strange. Not shown is the three-position adjustable antiroll bar with adjustable endlinks.

20. Note the beautifully executed and substantial support provided for the upper coilover and control arm mount.

18.



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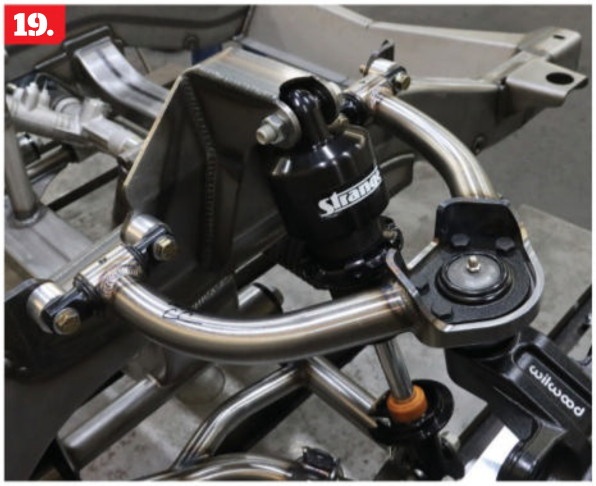

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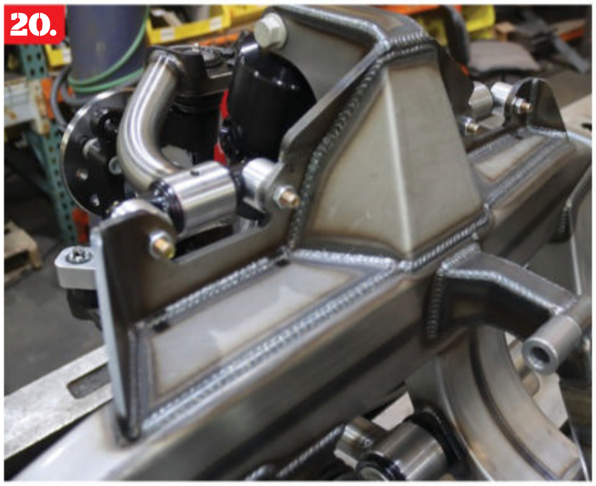

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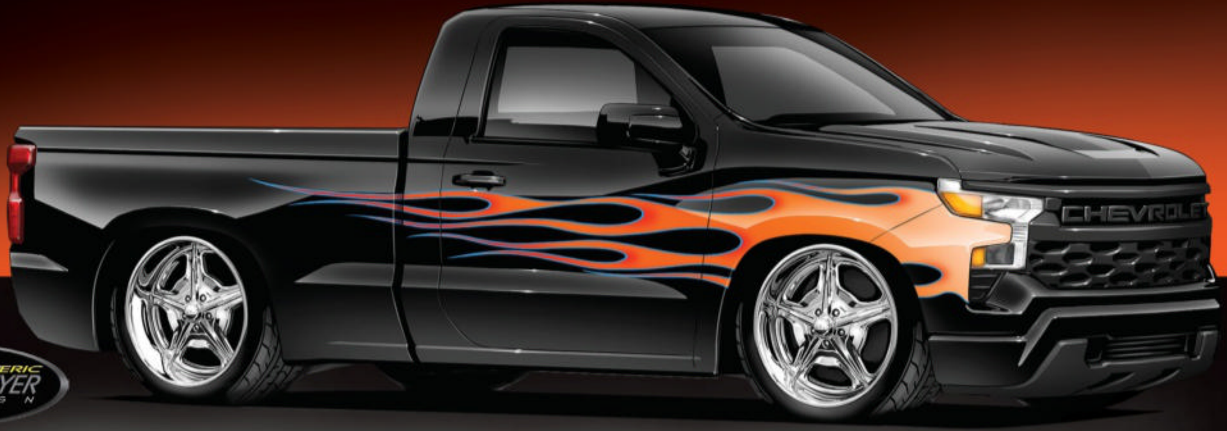
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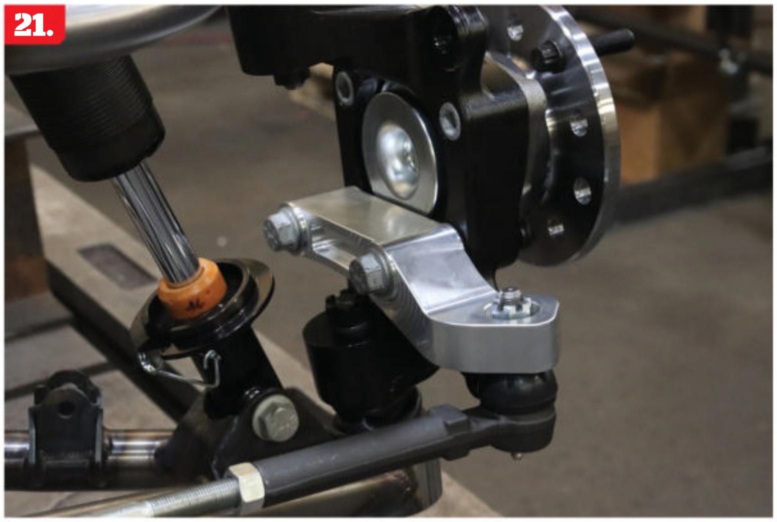

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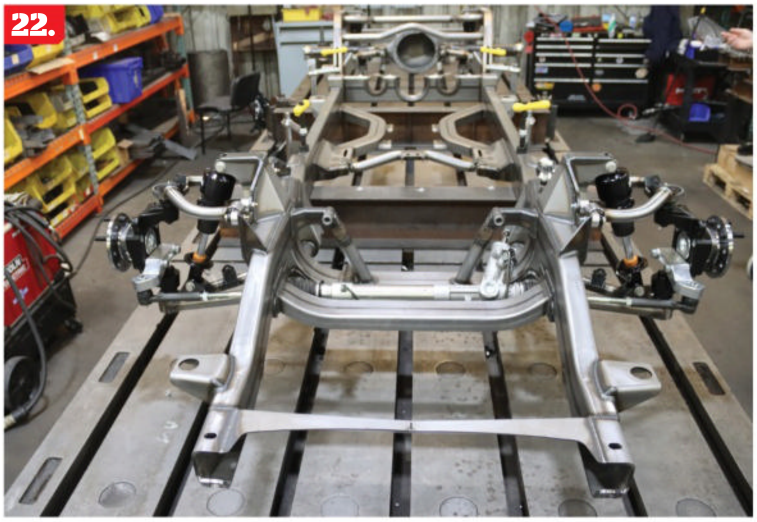

21. Made from billet aluminum, the steering arms are a bit shorter than most to speed up the steering and also to make room for 15-inch wheels.

22. The 62.5-inch front tread width facilitates the proper scrub geometry and allows the use of dished wheels.

23. This GT Sport chassis with a Multi-Link IRS was assembled by the crew at MetalWorks—the number 1 AME dealer.

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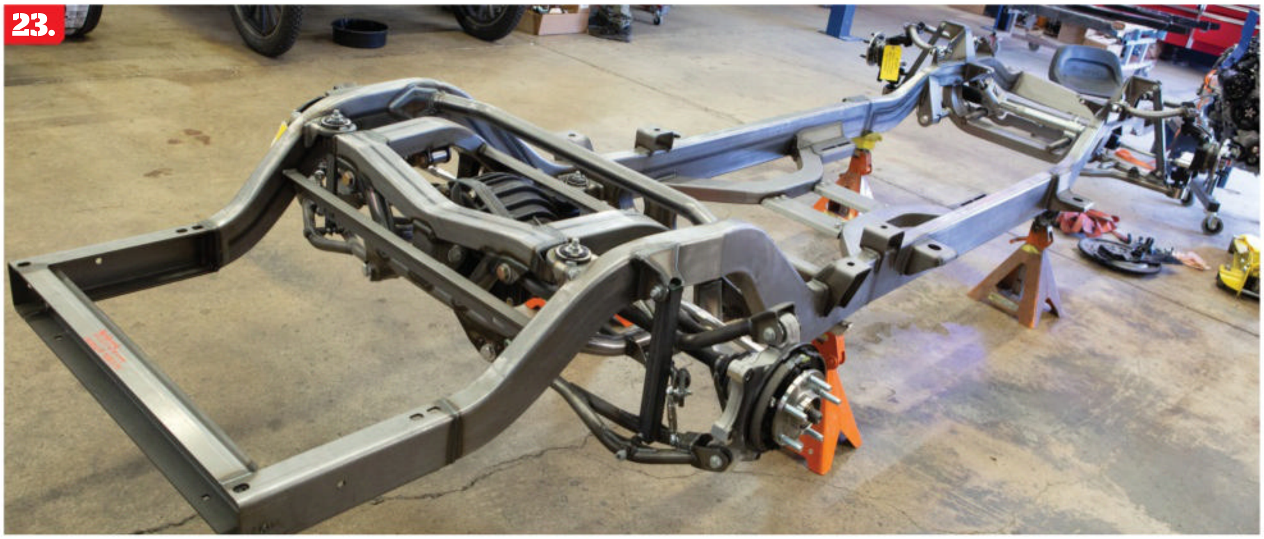

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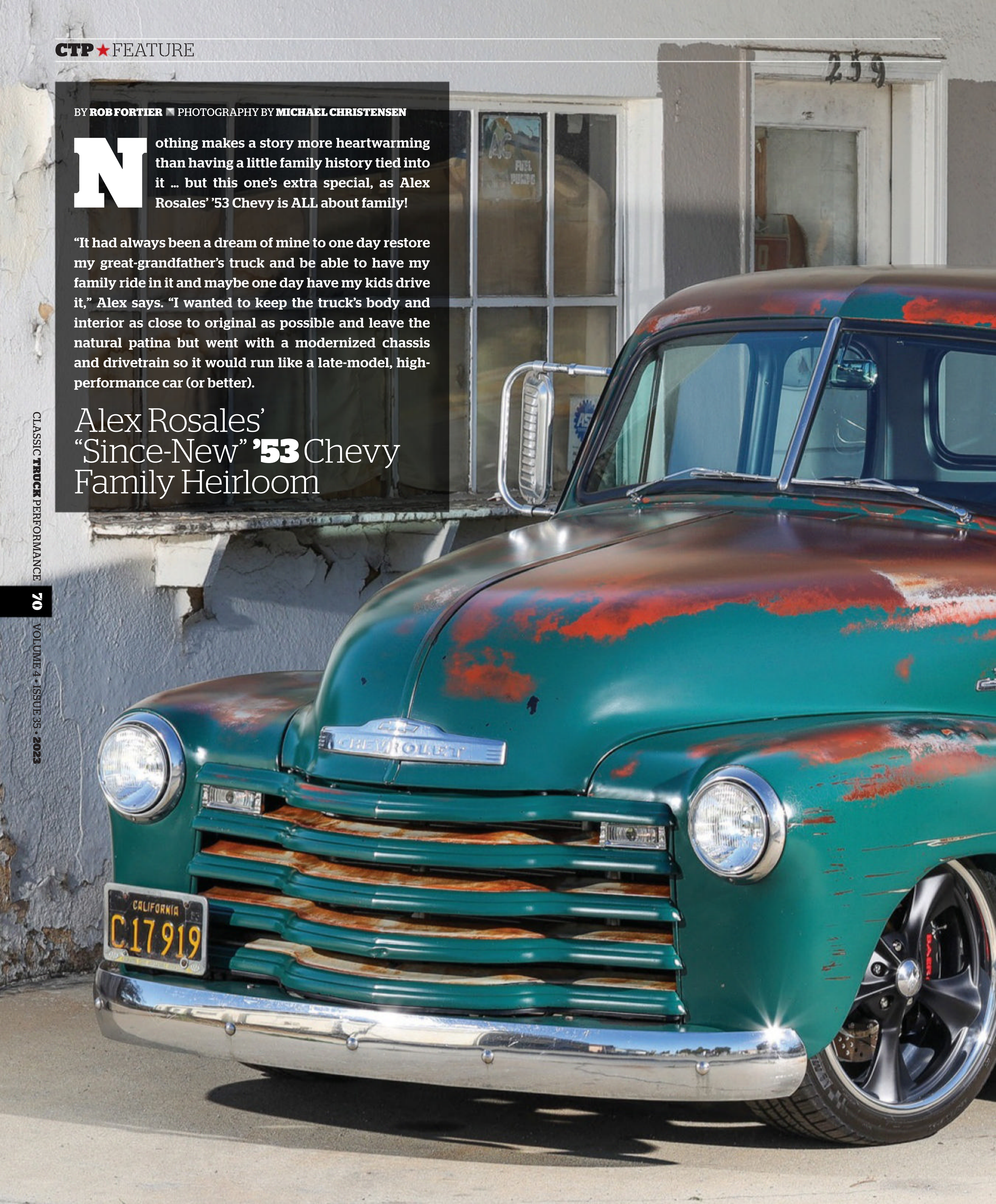
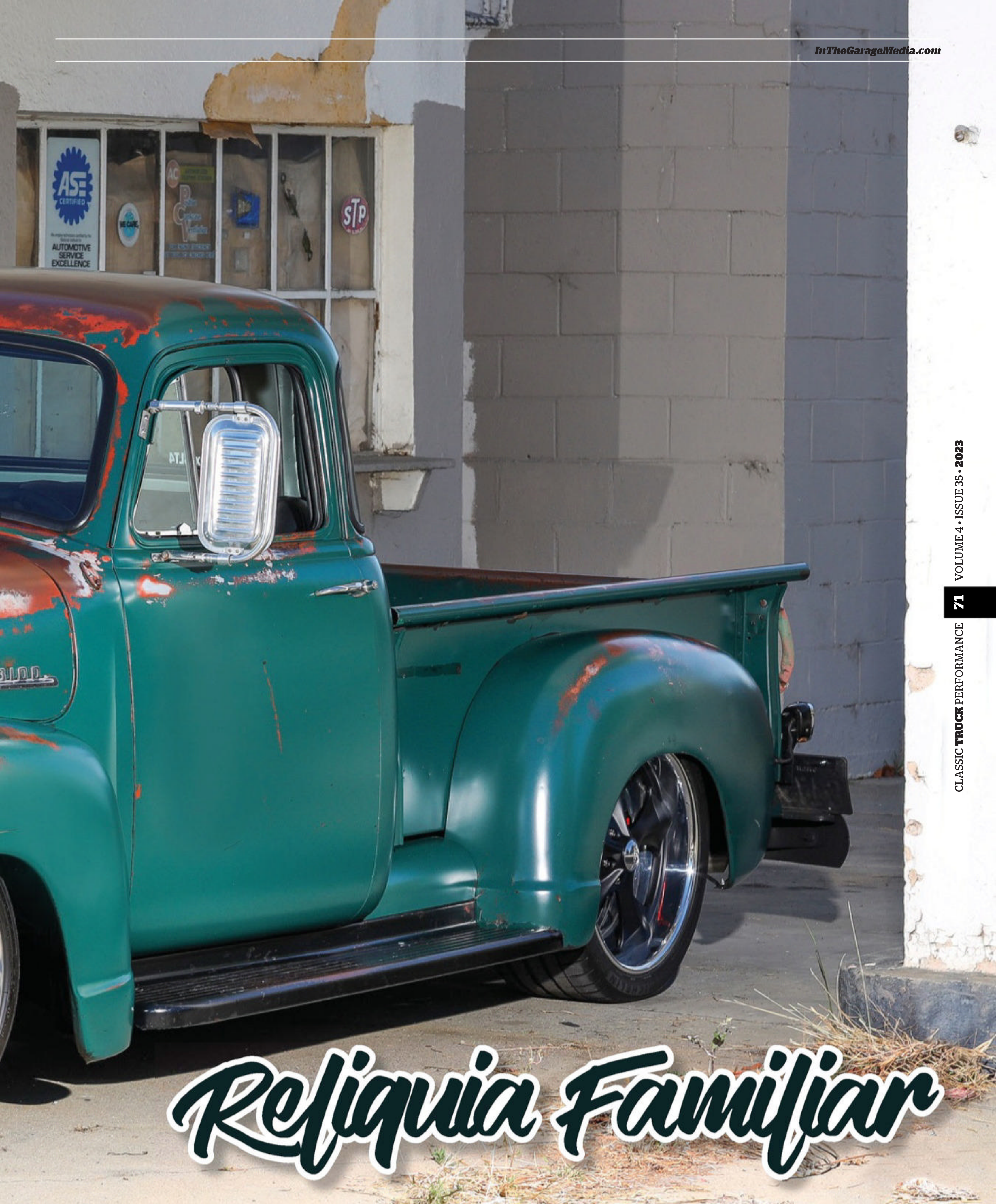


BY **ROB FORTIER** ◆ PHOTOGRAPHY BY **MICHAEL CHRISTENSEN**

Nothing makes a story more heartwarming than having a little family history tied into it … but this one's extra special, as Alex Rosales' '53 Chevy is ALL about family!

"It had always been a dream of mine to one day restore my great-grandfather's truck and be able to have my family ride in it and maybe one day have my kids drive it," Alex says. "I wanted to keep the truck's body and interior as close to original as possible and leave the natural patina but went with a modernized chassis and drivetrain so it would run like a late-model, high-performance car (or better).

Alex Rosales' "Since-New" '53 Chevy Family Heirloom



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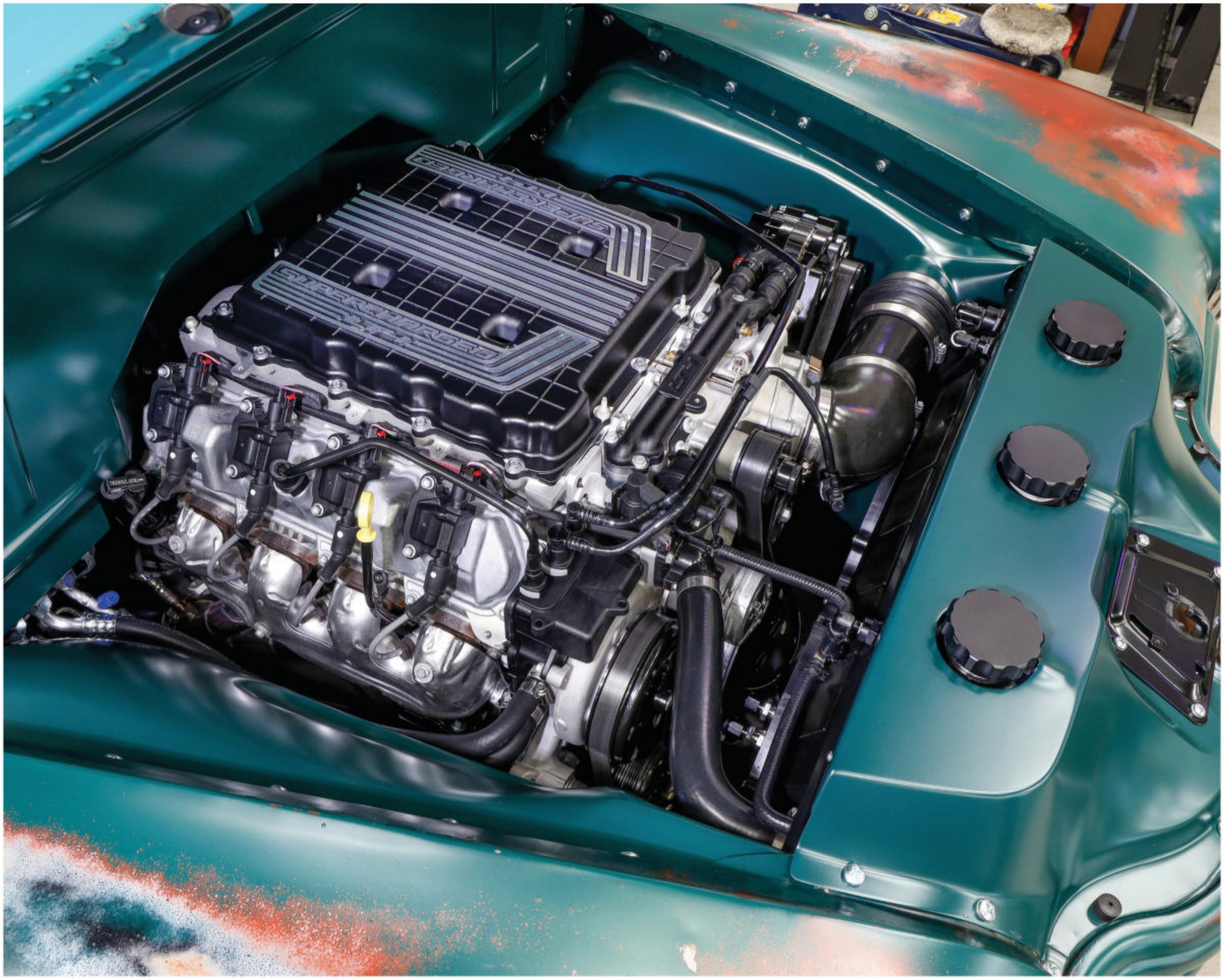

“The truck has been in the family since 1953. My mother’s grandfather bought the truck at Davis Chevrolet in Redwood City, California, in 1953. He enjoyed it for many years and even took it on a long journey to Zacatecas, Mexico. As a young kid I would drive to the Coors recycling center in Redwood City and the grocery stores with my great-grandparents in the truck. My great-grandfather would sometimes have me start the truck with his cane (it was a foot starter) since I couldn’t reach. When my great-grandparents died their kids didn’t have any interest in the truck, so with the help of my mom and her dad, I was able to acquire the truck at age 14. Up until this time it had been kept in a garage. At that time my dad and I started going through the mechanics of the truck. We rebuilt the carburetor, changed brake lines, recoated the inside of the gas tank, and did a typical routine tune-up. This truck was how I learned to drive a manual vehicle and was my primary vehicle once I turned 16. By the time I turned 17 I had lost some interest in the truck and got into Volkswagens. The truck sat 22 years in the driveway until I decided to start rebuilding it a few years ago. I debated on keeping it original or going the high-performance route. Ultimately, I chose the high-performance direction so I could travel greater distances with the truck and have some fun with the truck on the track one day.

“In 2017 I began disassembling the truck and purchased a Roadster Shop rolling chassis and a GM LT4 Gen V crate motor. I was able to get the body transferred over to the new chassis with the motor and a Gearstar Stage IV 4L80 transmission and realized I needed more space and some extra help to complete the build. In 2019 the truck went to Gary’s Rods & Restorations where they did amazing work and got it almost complete. It came back to my garage where I did the wiring for the truck and had the honor of doing the first startup at home. After doing the shakedown on the truck and getting all the bugs fixed, Top Notch Upholstery put the final touches on the interior and it was ready to go!”

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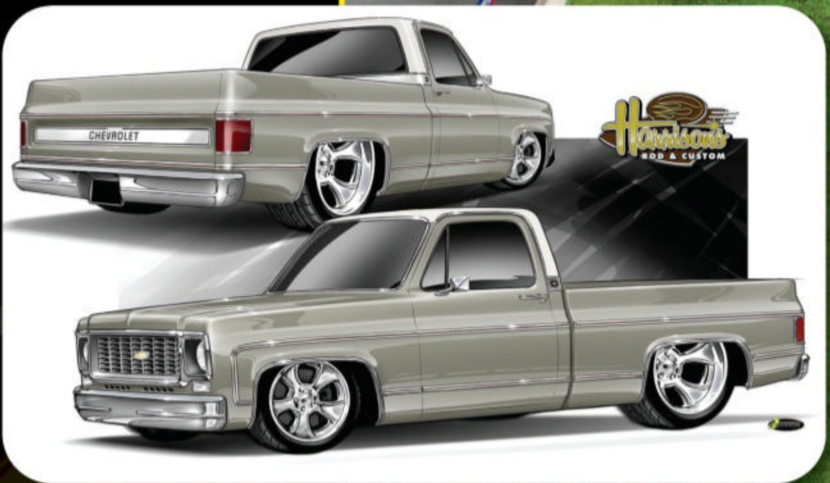

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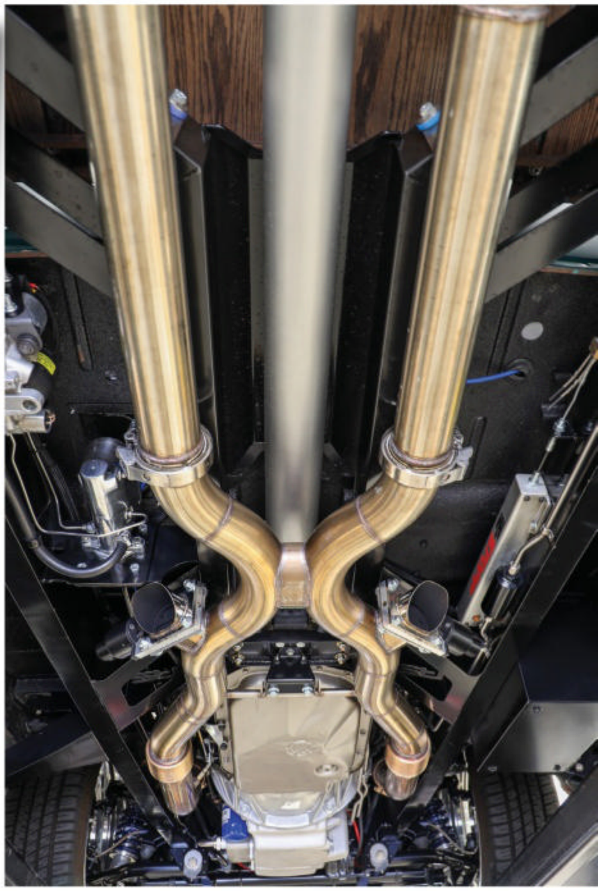

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Alex's "Reliquia Familiar," aka family relic, pickup is truly just that—not a recreation but rather a properly updated rolling treasure. Above and beyond what he mentioned, here are some more details of his naturally patina'd keepsake: The Roadster Shop Revo chassis features the company's proprietary IFS and Strange Engineering 9-inch with a triangulated four-link rear, Afco adjustable coilovers, and Baer disc brakes capped with Billet Specialties' 20-inch Daggers wrapped in Michelin Pilot Sports. The supercharged LT4 was updated with an All American Billet serpentine and now breathes through a stainless exhaust with MagnaFlow mufflers. While Gary's sealed in that natural-aged exterior with a fresh coat of clear, the inside was given a more modern treatment that includes Dakota Digital RTX gauges, Vintage Air, and Custom Autosound stereo (all wired by Alex with a Painless Performance Products harness) topped off by a full leather trim job by Top Notch Upholstery that's complemented by a Flaming River Roadster column and a Sparc Industries 3100 steering wheel. **CTP**

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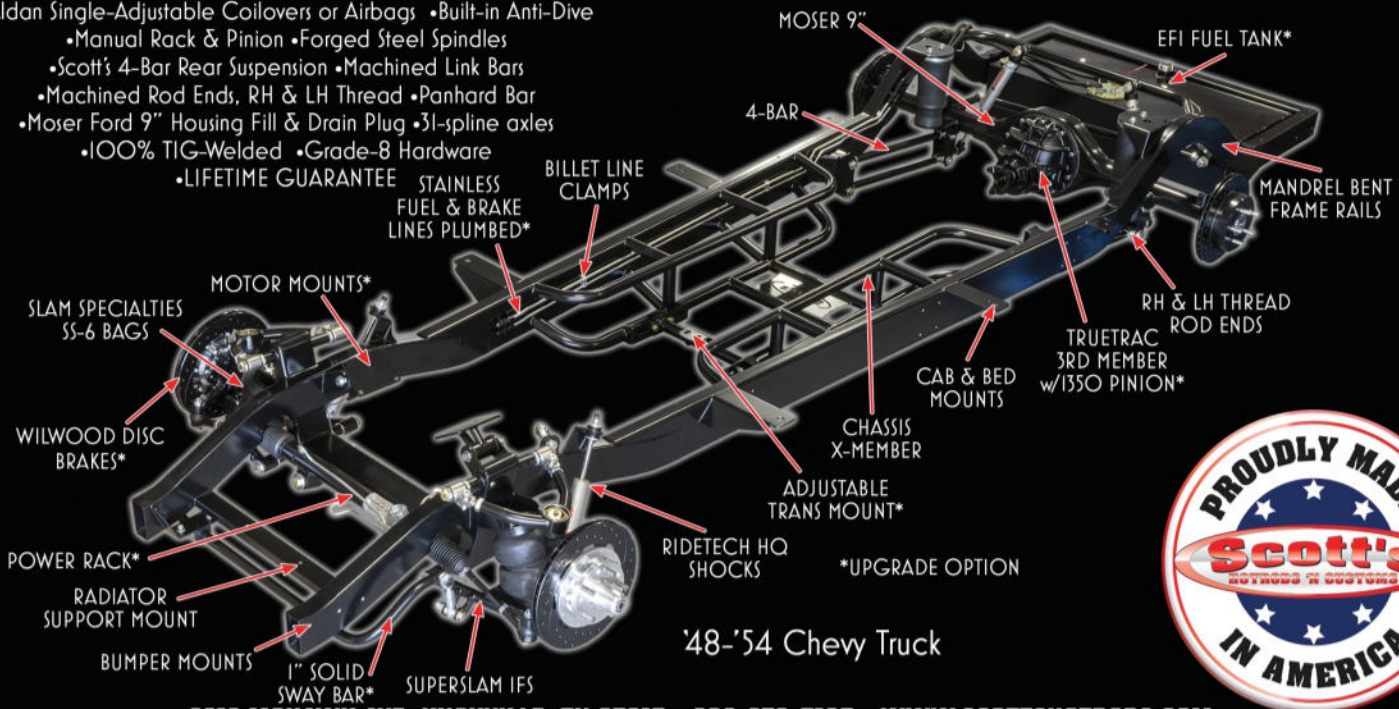

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Bending, Flaring, and Forming Stainless Steel Brake Lines

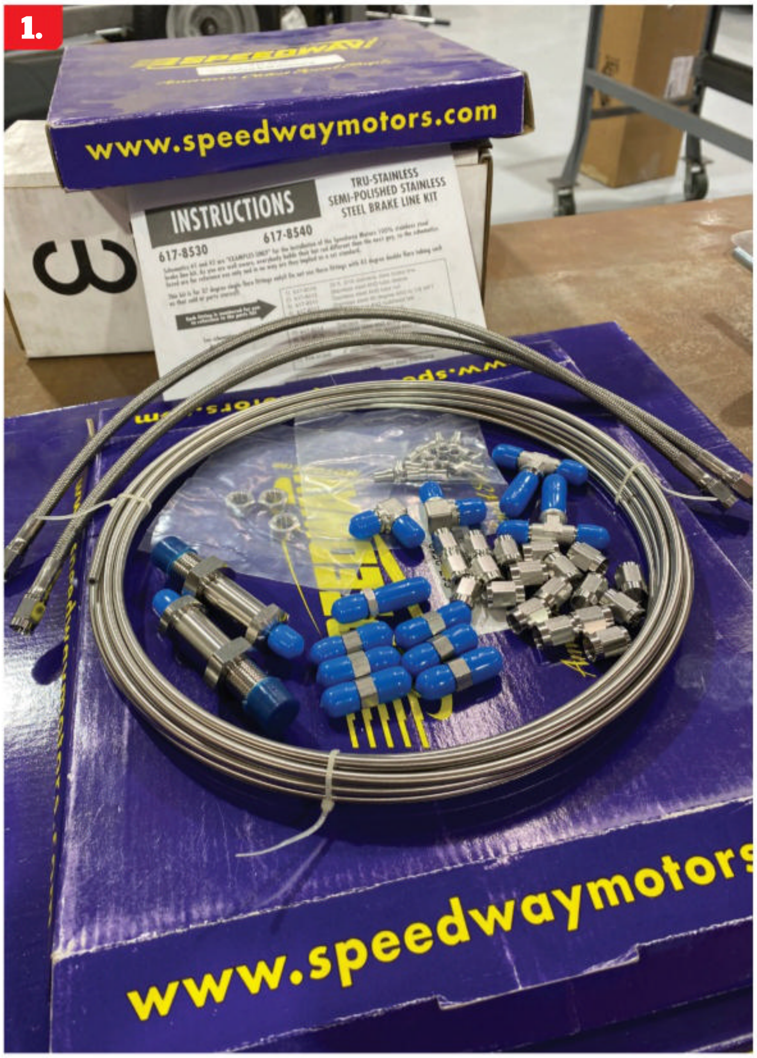
BY **RYAN MANSON**
PHOTOGRAPHY BY **THE AUTHOR**
VIDEOGRAPHY BY **RYAN FOSS PRODUCTIONS**

When it comes to plumbing a disc brake system, you'll find as many opinions as you will options when it comes to everything from line size to material, flaring techniques, and hardware. Here at the Clampdown Competition garage, we've had great experience using a simple kit from Speedway Motors, in addition to a handful of various fittings and hardware. So, when Editor Fortier invited me out to the ITGM Tech Center with the request to plumb his C10 project, I only had one request: contact Speedway and get one of their stainless steel brake line kits on its way.

Rob's truck was already a roller—that is it already had a full complement of Wilwood disc brake components bolted both front and aft. As we mentioned, it was lacking in plumbing but it was also lacking a brake pedal, linkage, and master cylinder. With the part numbers of both the front and rear calipers in hand, Rob contacted Mike Hamrick at Wilwood Disc Brakes, who recommended the correct size (7/8 inch) for Rob's setup in a manual brake design. Inside the cab, a Lokar Performance Products Direct-Fit billet aluminum brake arm will handle the task of transmitting the pedal pressure to the master cylinder, adding a little style all the while.

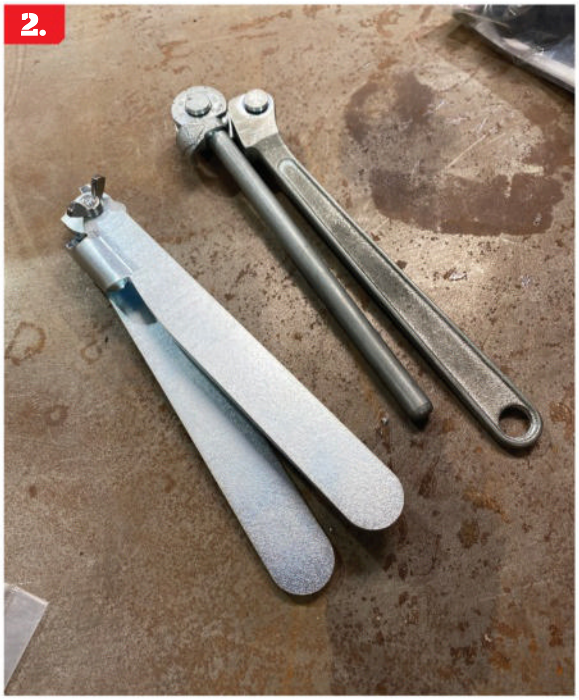
Working with stainless steel can be more difficult than some of the modern brake line materials, Ni-Cop for instance, but as far as aesthetics go, it's our favorite. While perfecting a double-inverted flare in stainless can be something of a black art, executing a flawless 37-degree flare to couple with an AN tube and nut isn't given the proper tools. We also like the fact that the stainless lines and hardware won't oxidize anywhere near as much as their steel counterpart and can be polished to perfection, if so desired. In addition to the proper flaring tools, a decent array of benders is also a must when it comes to forming perfect brake lines, and we have the gamut covered from a super-tight radius bender from Classic Performance Products (CPP) to a more traditional radius bender from Speedway Motors. Of course, after all those lines are bent up, we can't have them banging around under the truck, so a handful of stainless line clamps from Kugel Komponents were ordered up to keep things nice and tidy.

Once the system is plumbed, it still needs to be bled the old-fashioned way, but not until the master cylinder receives a bench bleeding. This ensures that no air is trapped inside the master's valving that could cause problems down the road. After the master cylinder is bench bled, it's reinstalled on the firewall and the lines reattached, then it's time to get to cracking each caliper's bleeder valve, starting with the furthest from the master cylinder. Slowly but surely the air was worked out of the system until we achieved a nice, solid pedal. From there, it's time for a drive and a few brake system checks to correctly bed in the brake pads and adjust the rear proportioning valve. **CTP**



1. We'll be using a Speedway Motors Stainless Steel AN-3 Brake Line Kit (PN 6178540) to plumb the entire C10. This particular kit comes with 20 feet of 3/16-inch stainless steel tubing, plenty of AN-3 tube nut and sleeve fittings, two bulkhead tees, six AN-3 to 1/8-inch NPT adapters, an AN-3 straight bulkhead fitting, two through-frame fittings, and four 18-inch AN-3 stainless braided hoses. When it comes to working with stainless, it should be noted to be sure to use an antiseize paste liberally on all threaded joints.

2.



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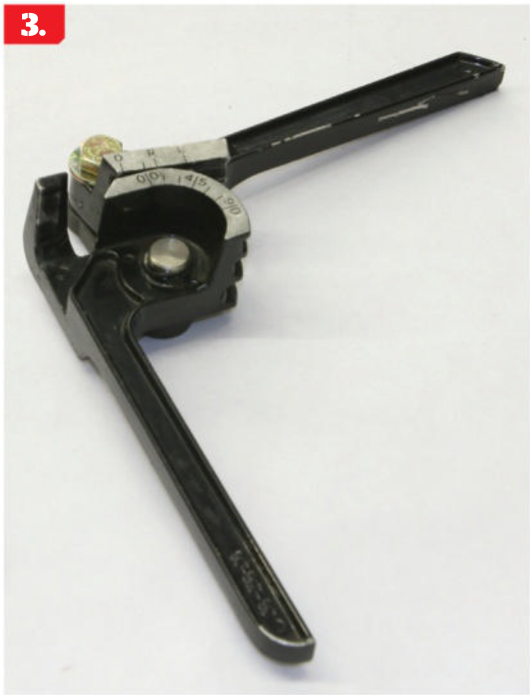

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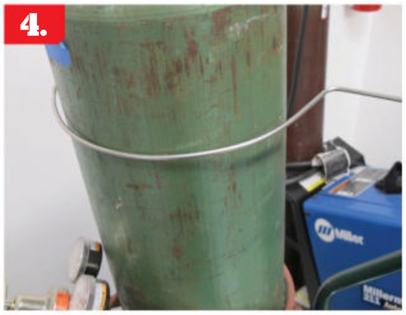
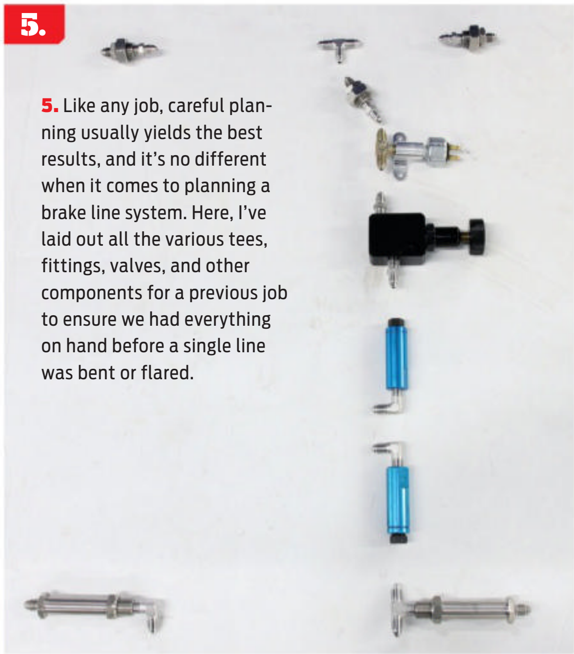


2-3. When it comes to making those perfect bends, there isn't any one magic tool but rather a myriad of different benders, with different radii to boot. The tool on the left is a trick, ultra-tight radius bender available from CPP, while the black bender is handy to have on-hand as it is capable of bending a variety of different-sized tubing.

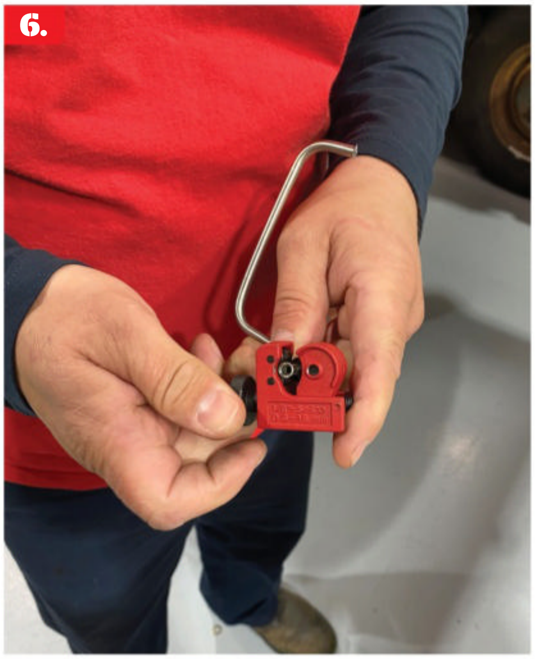
4. Sometimes, getting the proper curve takes a little bit of imagination. Anything with the correct radius can become a die when it comes to bending brake lines; welding tanks, wheels, even engine pulleys.

5.



5. Like any job, careful planning usually yields the best results, and it's no different when it comes to planning a brake line system. Here, I've laid out all the various tees, fittings, valves, and other components for a previous job to ensure we had everything on hand before a single line was bent or flared.

6.



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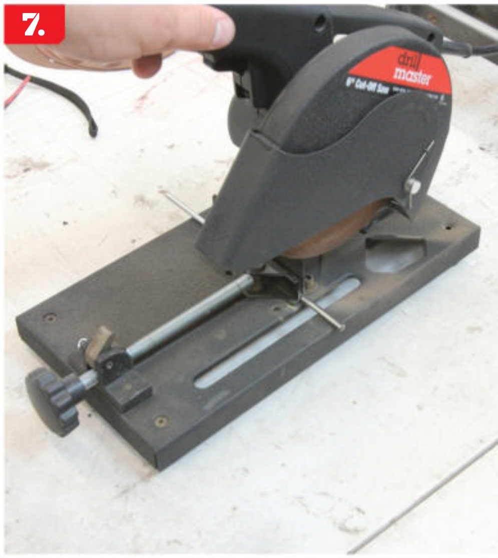
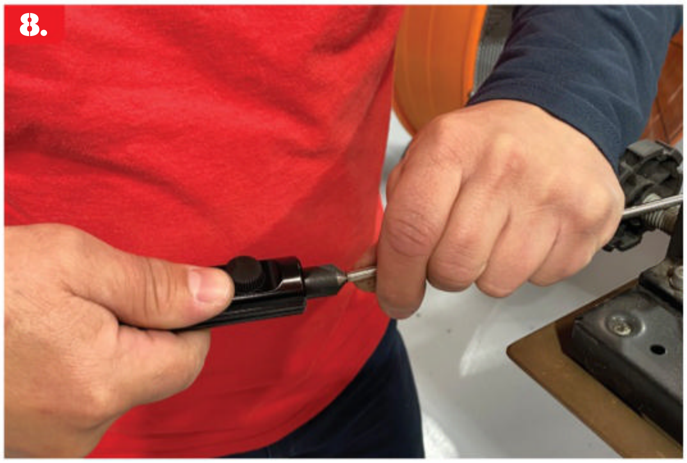


6-7. Cutting hard brake lines can be achieved a number of ways; regardless of method, the goal is a nice, square cut.

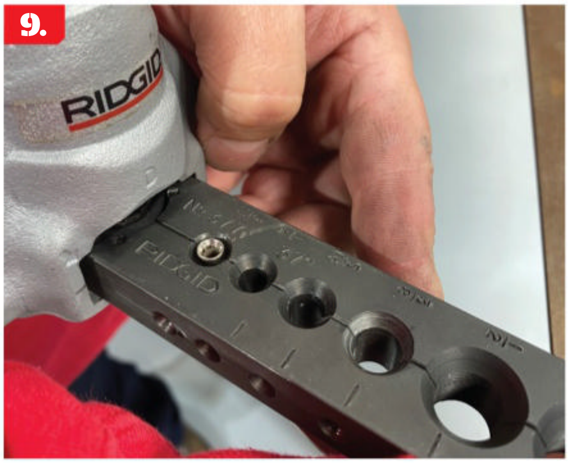
8.



8. Deburring can also be done via a number of methods, one of which is seen here using a deburring tool available from CPP.

9. We'll be making single, 37-degree flares for all our hardline junction points using this Ridgid flaring tool available from Speedway Motors (PN 91089524). This tool is simple to use and works great if you don't want to deal with a bench-mounted flaring tool (we have one of those too!).

9.



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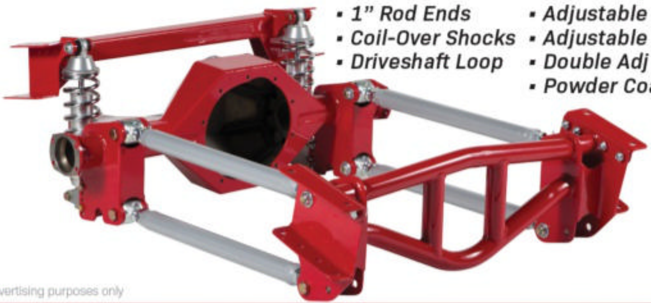

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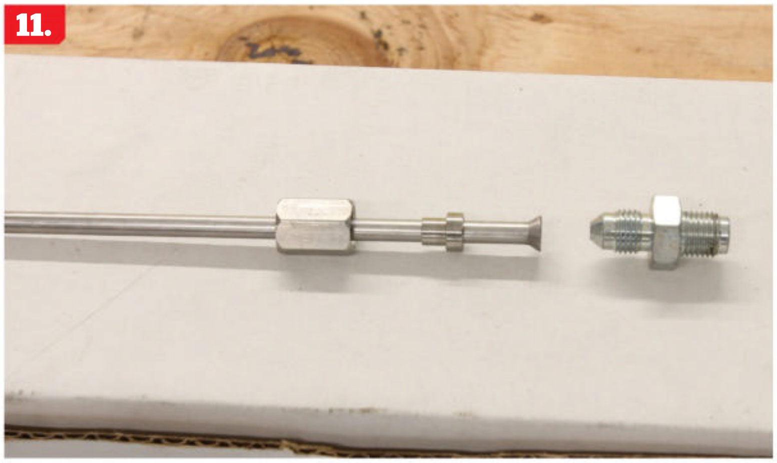
10.

10. An acceptable 37-degree flare looks something like this. Careful inspection ensures the end of the flare is free of any burrs and/or cracking that might appear during the forming of the flare, a common failure point when using stainless steel typically due to work hardening of the material, incorrect technique, or lackluster tooling.

11.

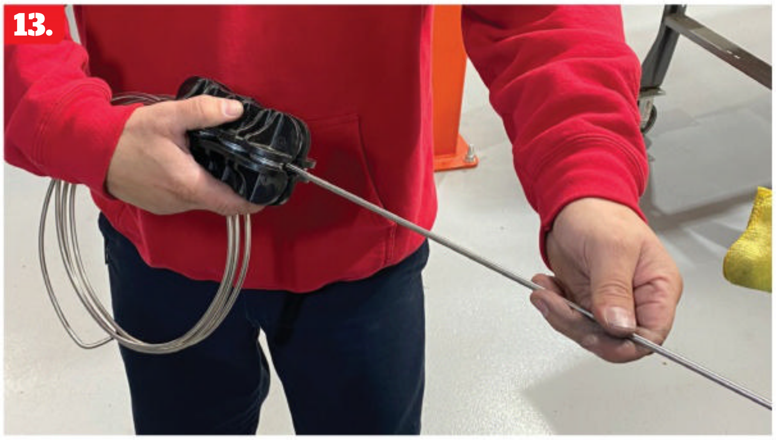


11. The business end of an AN-3 hardline (or any AN hardline for that matter) consists of a nut and sleeve, 37-degree flare tube, and the corresponding fitting.

12.

12. Traditional 45-degree inverted flares can be made using 3/16-inch stainless steel, they just take a little patience, technique, and a good flaring tool.

13.



13. Our 3/16-inch brake line came packaged in roll form, so it will be necessary to straighten it out in sections as we work. Speedway Motors' Handheld Tubing Straightener (PN 910316) gets the job done and the results are pretty darn straight!

14.

14. Wilwood's master cylinder (PN 260-14957-BK) comes with a variety of fittings to mate hard lines to the front and rear master cylinder ports. Special fittings are necessary to convert them from 45-degree inverted flare to AN however, shown here.

15.

15. We're going to start at the master cylinder and work our way toward each disc brake caliper. The rear will consist of a single line that will mate to a hose before connecting to the rearend, splitting off from there to the respective left and right calipers, while a single front line will "tee" at the driver side, heading across the front crossmember to the passenger side caliper.

16.

16. Building brake lines can be a process of uncertainty, but when it comes to routing them from the master cylinder and down the firewall, the key is keeping them parallel and straight. Two techniques can be used for this end, depending upon one's experience and sometimes, plain luck. The first involves a few measurements made to determine the offset between the master cylinder and the firewall …

17.

17. … carefully translated to the line itself …

18.

18. … and bent to suit.

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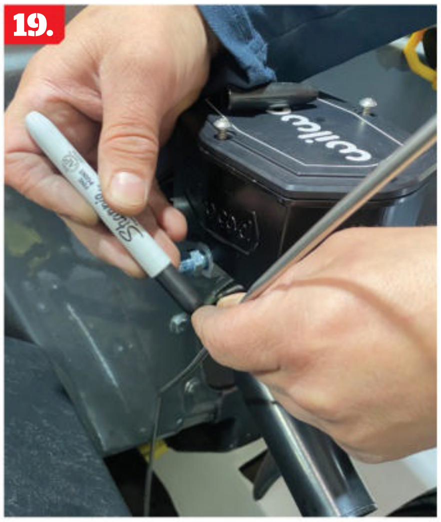
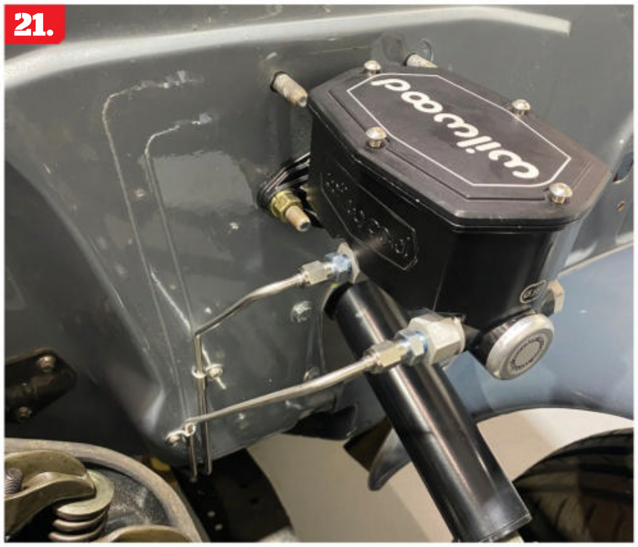


20

19-20. The second technique is where experience and luck can come into play. Marking the line approximately where the bend will begin and freehanding things from there.

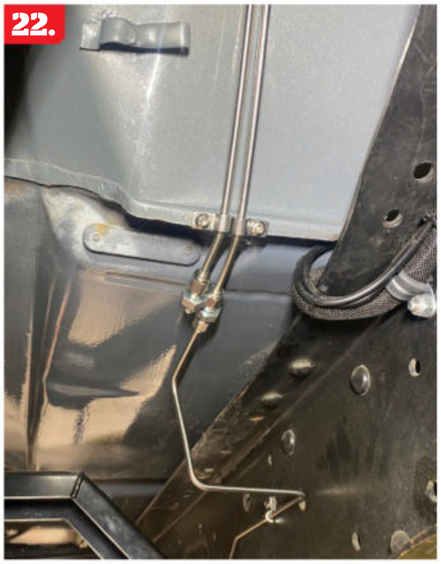
21. Regardless of the technique used, the finished lines should be routed clear of any obstruction and away from any heat source in as clean a manner as possible. This angle isn't the best to illustrate their relation, but the reflection in the firewall just happens to speak volumes.

21.



22. Down under the cab, a union fitting was installed on both the front and rear lines for ease of fabrication and future disassembly, if need be. Here, the rear brake line heads toward the back of the truck while the front has yet to be fabricated. A couple stainless line clamps from Kugel Komponents ensure the lines stay put.

22.



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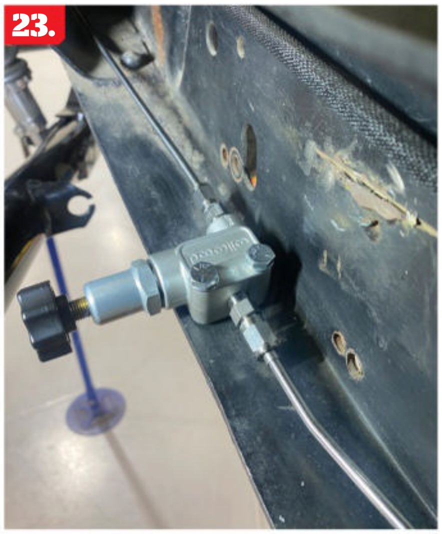
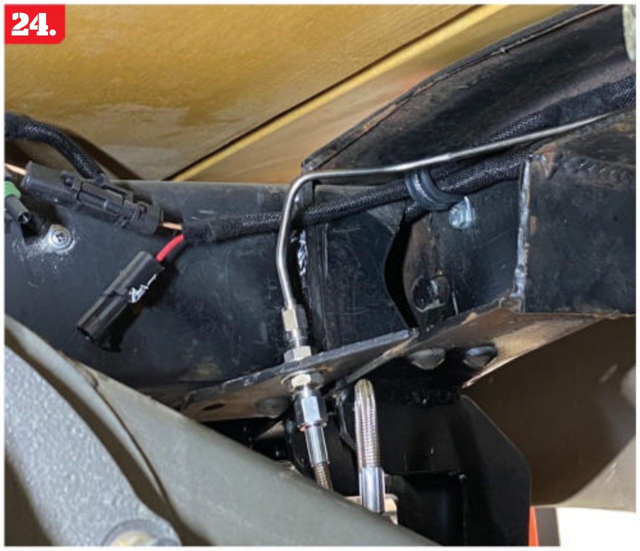


23. A Wilwood adjustable proportioning valve (PN 260-10922) is installed midway on the rear brake line to ensure proper brake bias between the front and rear brakes, an important addition for proper brake control on a pickup truck due to their front-to-rear weight bias. The line exiting the prop valve has yet to be bent to suit and is only installed for mockup at the moment.

24. A bulkhead fitting is used at the rear of the truck to mate the hardline to a stainless braided hose that connects to a "tee" on the rearend.

24.



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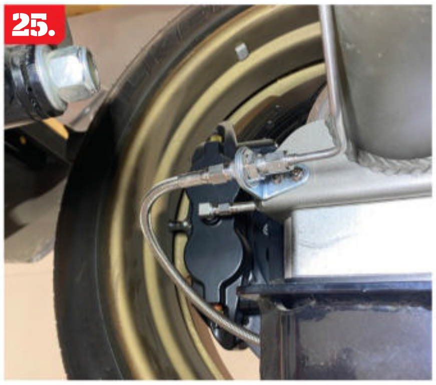
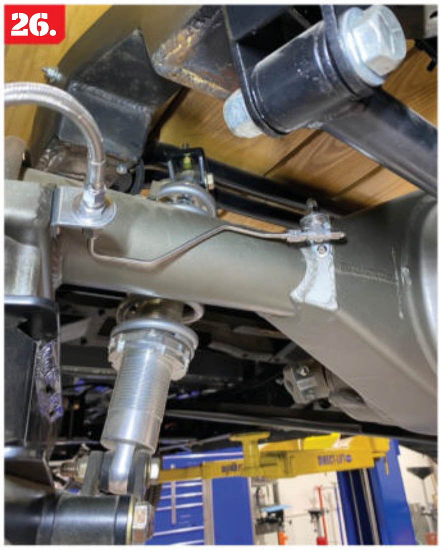


25. On the rearend itself, a stainless braided hose attaches to each caliper at one end and a bulkhead fitting, mounted to a tab that's attached to the rearend housing, at the other. This lends for easy maintenance of the calipers in the case of brake pad replacement, and so on.

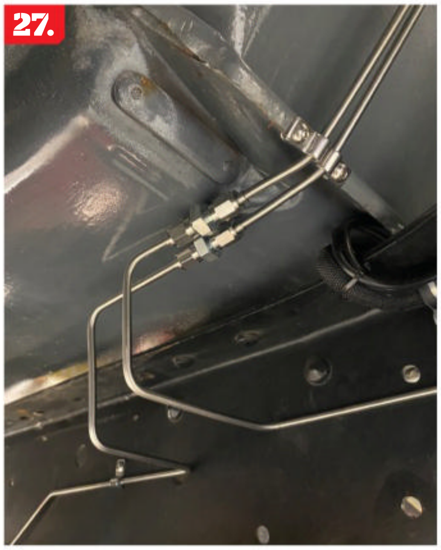
26.



26. A section of hardline connects each braided hose to a brake "tee" mounted on another tab affixed to the rearend housing. The top of this "tee" connects to the opposite end of the aforementioned stainless braided hose coming from the chassis.

27. Back under the front of the cab, the brake line for the front brake system has been fabricated and sent toward the front crossmember.

27.



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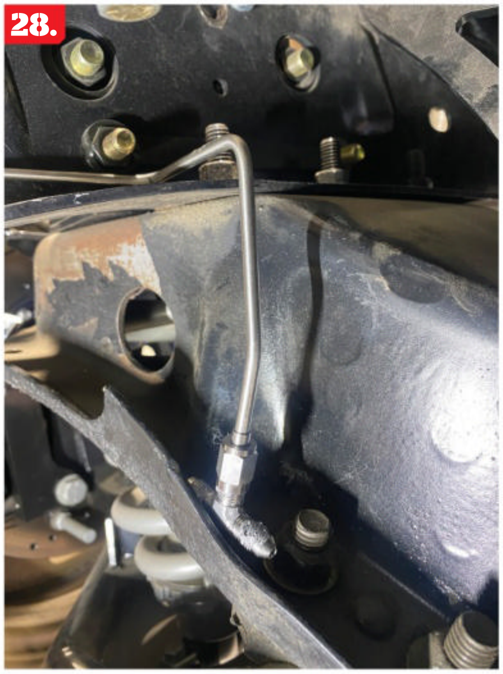
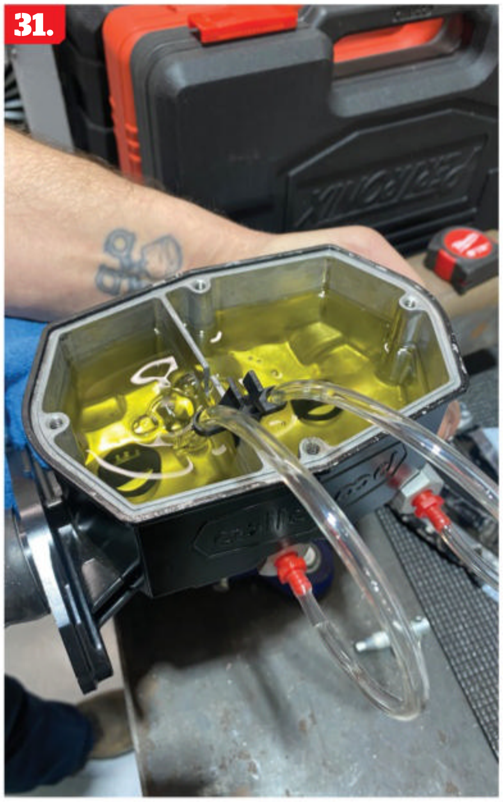
28. A "tee" is used up front to split the line between …

29. … the driver side …

28.


31. The brake line system built, it's time to bench bleed the master cylinder. This is necessary to get all the air out of the master and is best accomplished on the bench since the full stroke of the master can be achieved, something that may not be possible using the vehicle's brake pedal.

31.


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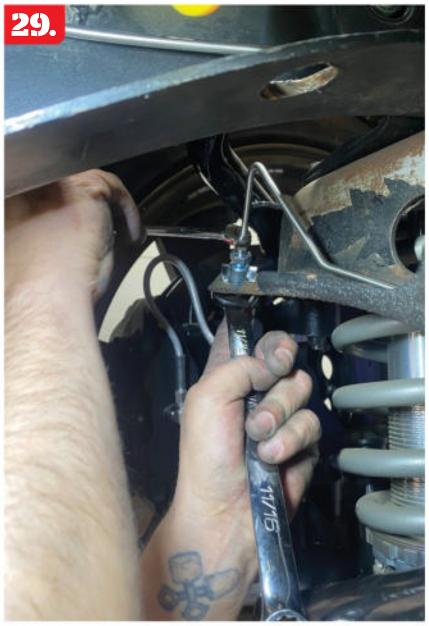
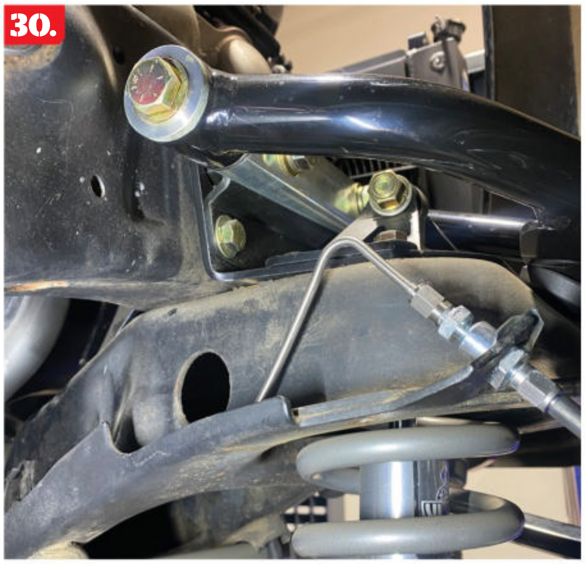


32.

34.

30. … and passenger side frame-mounted brake tabs, both terminated with a brake clip and attached to another braided hose.

30.


32-33. A Lokar Direct-Fit Brake Pedal Arm (PN XBCA-9508) is going to replace the stock C10 pedal, mated to a Wilwood master via their Pushrod Kit (PN 330-13914). Lokar's pedal retains the stock manual brake pedal ratio. Coupled with the correct-sized master cylinder (7/8 inch for our application), this setup yields a firm pedal feel without the need for a brake booster. This results in an effortless pedal while giving the driver more feedback when it comes to brake modulation and performance.

33.

wilwood
Brake Pedal Pushrod Kit

34. Mike Hamrick adds Wilwood brake fluid to the master cylinder in preparation to the final step, bleeding the system.

35. As Rob methodically pumps the pedal, Hamrick works his way around the truck, starting at the furthest caliper, carefully bleeding the air out of the system. Once bled, it's up to Rob to properly bed the brake pads and adjust the brake proportioning valve so that the rear brakes don't lock up before the fronts.

35.

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Kyle Gendreau's '67 Ford F-250 Custom Cab Gets Back to Work

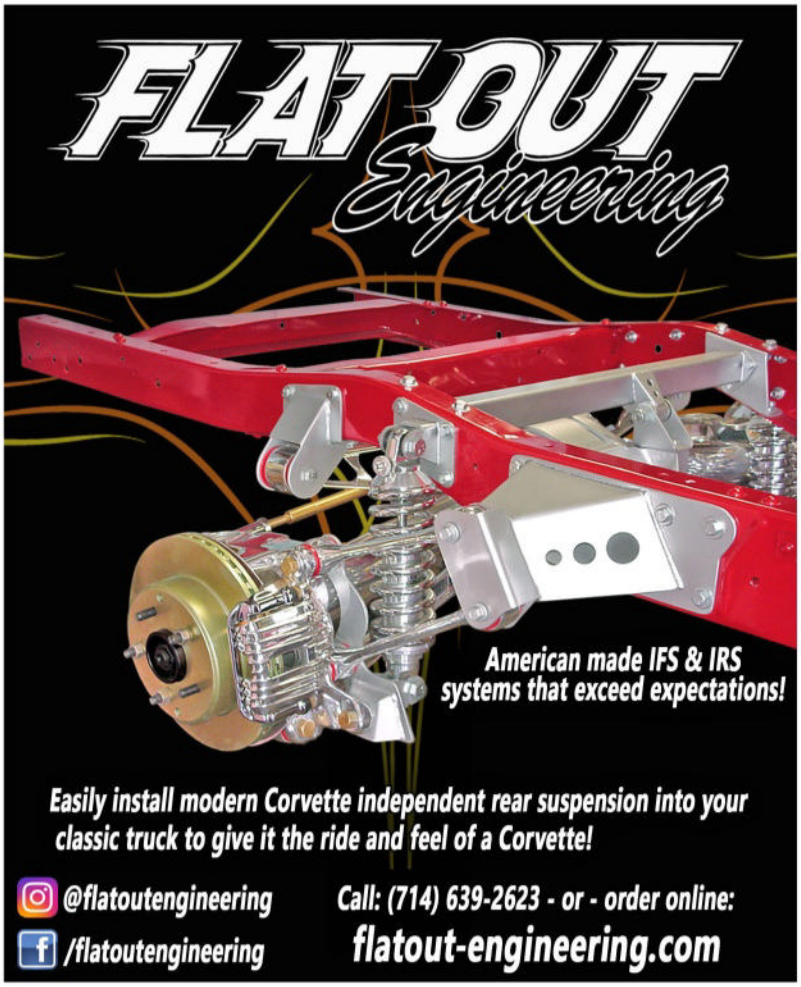
BY **CHUCK VRANAS** ▪ PHOTOGRAPHY BY **THE AUTHOR**

In a parallel universe, there's a completely different side to the classic truck world devoted to the restoration and preservation of vintage haulers to mirror a time when they rolled off the production lines. It's a moment in time when trucks were ready to get busy doing what they were designed to do, from hauling heavy loads to delivering the goods and even acting as workhorses on farms across the country. For Kyle Gendreau of Franklin, Massachusetts, bringing the '67 Ford F-250 Custom Cab laid out across our pages back to life wasn't just about the restoration, it was about completing a journey regarding a lifetime passion of farming and agriculture.

While many youngsters his age were seeing muscle cars rule the streets and watching nitro-fed Gassers light up regional dragstrips, Kyle's fascination with farming brought him to experience it all firsthand at local harvest festivals. It's there that an appreciation for trucks and tractors evolved, leading him down a path that would eventually bring him to the opportunity of actually owning his very own hobby farm. Over the past two decades there have been a few newly purchased Ford pickups used as daily drivers within the family that laid down a solid base as daily drivers. A decade ago, however, everything changed. Working as an executive traveling worldwide on a regular basis, he longed for the ability to return home and have a connection with the land, its peacefulness, and pace of life. Hoping to reach this goal led to a local farm that had fallen into disrepair, and was actually owned by his lovely wife Suzanne's aunt and uncle, offering a perfect opportunity to take on the task of bringing it back. A deal was made and it was time to roll up his sleeves and get busy.

With the land being worked, he focused on the restoration of a massive 1800s-era barn along with searching for a pair of vintage tractors to help with the jobs at hand. His search turned up a pair of classics in need of attention, including a rare '53 Ford Golden Jubilee as well as a '48 Farmall Model C. Thanks to an introduction by his brother, Craig, Kyle met with Jason Souza, owner of Fault Line Kustoms in Taunton, Massachusetts, to discuss the restoration of the tractors. With a game plan in place, Souza and his team took on bringing the gems back to factory fresh specs while also commencing the search for a barn-fresh classic Ford hauler to also serve duty on the farm. Before long, Souza acted on a lead for a '67 Ford F-250 Custom Cab that had been mothballed in a local garage for the last decade. Upon arrival, the truck was completely covered, hoarder-style, with everything imaginable, making it barely visible. Once uncovered, the nicely optioned two-owner F-250 proved it was still in solid shape, having been well cared for through the years before being put to rest. Once Kyle saw the truck, an almost immediate bond was forged, making sure this would be the next addition to the farm. Once the deal was done, it was transported back to Fault Line for evaluation. Far different than ordering a fresh platform, big brakes, and a modern driveline, the restoration of the truck required a different type of approach to assemble the right grouping of parts to take on the job.

To retain as much of the original truck as possible, Souza and team began its disassembly to set a game plan. Focus was first set on the frame and suspension with all the components being sent to Blast-Off Sand Blasting. It's quite possible that the old, recycled tractor oil used as a preservative by the prior owners to paint the chassis seasonally helped save the bones from deteriorating over the years. The formula did its job, leaving the frame extremely solid and only in need a few repairs to the cab mounts, which Fault Line completed. The frame and suspension parts were then sent off to Powder Pro in New Bedford, Massachusetts, for a two-step coating, starting with an anti-corrosive primer base followed by a topcoat of satin black. Starting out back, the factory Dana 60 rear was blown apart and treated to a fresh rebuild complete with the original 4.10 gears turning stock axles, suspended in place by a set of fresh leaf springs and bushings from LMC Truck complemented by KYB Gas-A-Just tube shocks. Up front, Ford's exclusive twin I-beam suspension utilized the original split beam with spindles and was treated to a complement of new parts from LMC Truck to complete the rebuild, including kingpins, bushings, coil springs, and KYB Gas-A-Just tube shocks. For plenty of stopping capacity, a fresh dual power master moves fluid through NiCopp lines to new factory brakes at each corner, including drums, shoes, wheel cylinders, adjusters, and all related hardware, all from LMC. When it came to wheels, a decision was made to opt out of the original split rims and update to a set of '00-era Ford F-350 16x7 steelies topped with LT245/70R16 rubber from Black Lion wearing matching caps high polished by Brightworks Restoration in Fall River.



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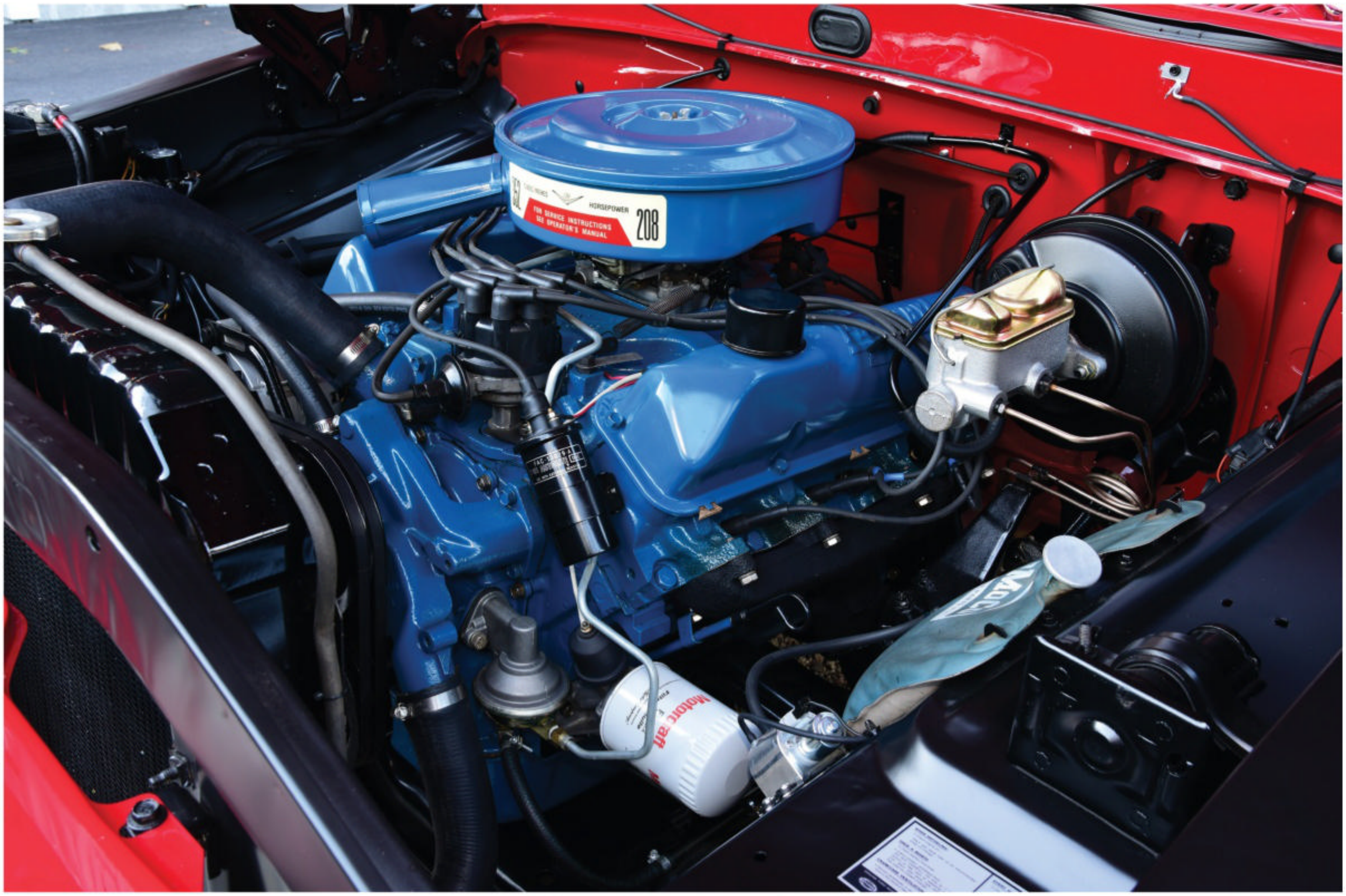

Thankfully, with the truck having traveled only 76,000 miles in its lifetime, it retained its original driveline underhood. As a Custom Cab it came well-optioned complete with the largest engine available, the venerable 352ci V-8 rated at 208 hp. Since the F-250 ran and drove a lot, the Fault Line team pulled the engine for disassembly and a full inspection. Still in fine internal condition, it was thoroughly cleaned, treated to fresh gaskets, bearings, and rings to prep it for reassembly to factory specs. The iron block was filled with the original rotating assembly featuring a cast crank, forged steel rods, and forged aluminum pistons getting bumped by the factory cam. The original iron heads breathe deep through an iron intake topped by a freshly rebuilt Autolite two-barrel carb wearing a restored stock air cleaner. The factory distributor lights the fire with exhaust flowing through the original exhaust manifolds to a custom stainless exhaust and muffler. To move the power, the optional four-speed manual trans was freshened up and linked to the original driveshaft. Under the hood, it's a flawless display of bringing the driveline and engine bay back to better-than-new condition.

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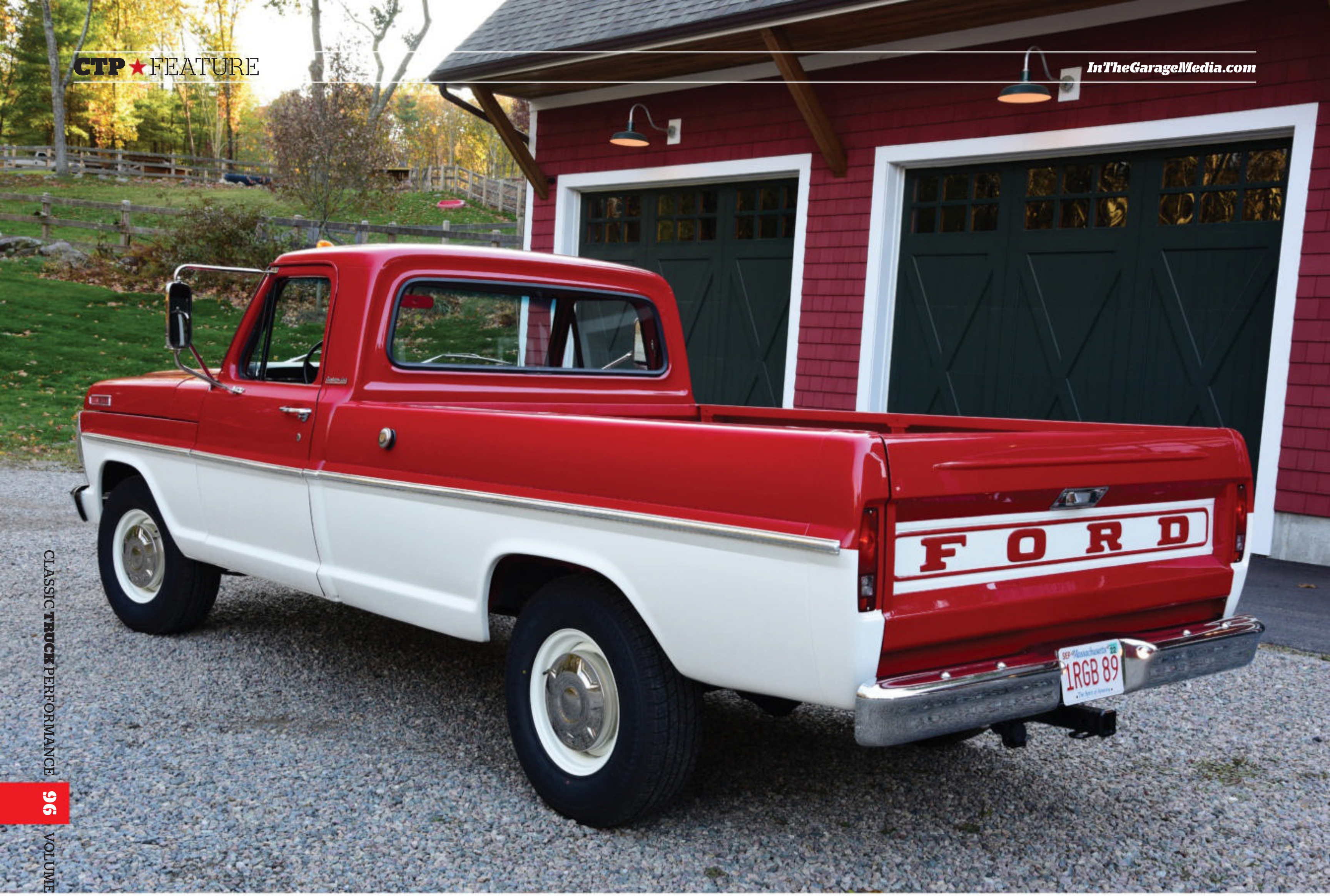
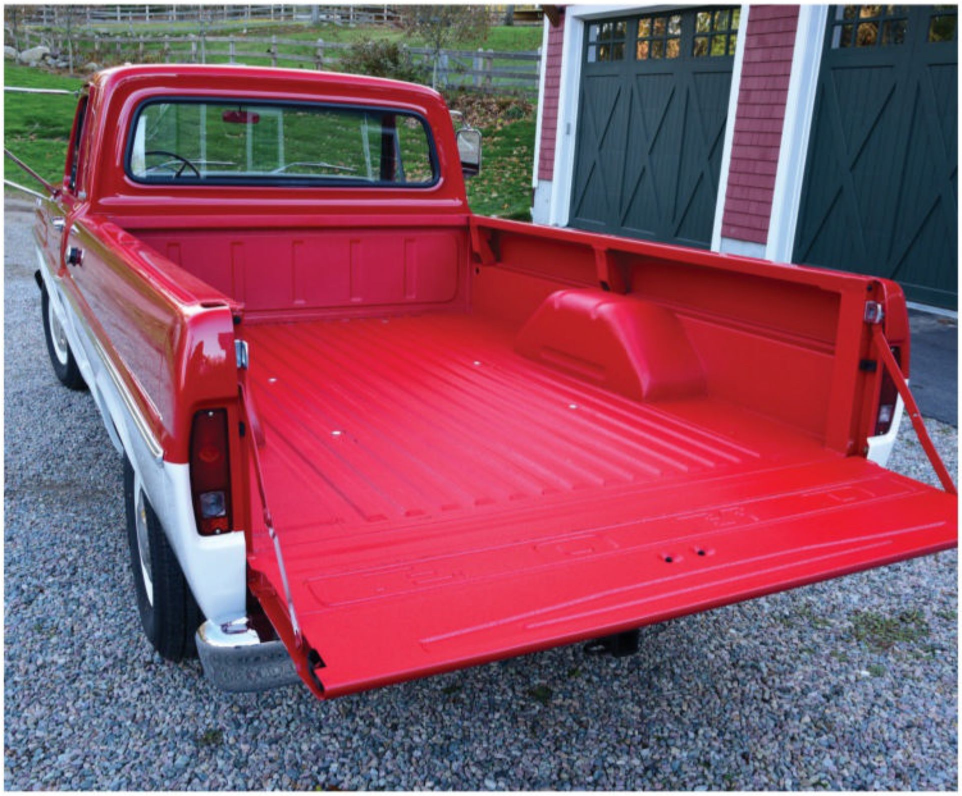


When it came time to addressing the cab and bed, the team started by stripping everything to bare metal to uncover any past demons. Surprisingly, the F-250 had weathered the decades well, however there was still plenty to address. Getting started, they fabricated repair panels for the fender tops and wheel arches along with both lower doorskins, front cab mounts, and crafted a filler panel for the original in-cab fuel tank since it was eliminated (opting to run the factory auxiliary tank only). From there the bed floor assembly was replaced with fresh steel from LMC Truck. The cab and bed were then metal finished to perfection with all gaps set by team member Jason Blanchard who also laid down a flawless coating of PPG Vermillion Red and Crème to set the vibe. Upon reassembly, the original grille, mirrors, and trim were polished back to perfection by Brightworks Restoration complemented by new chrome bumpers, door handles, emblems, and lighting from LMC. The bed also received a durable coating of bed liner for protection as it will be seeing plenty of duty hauling on the farm.



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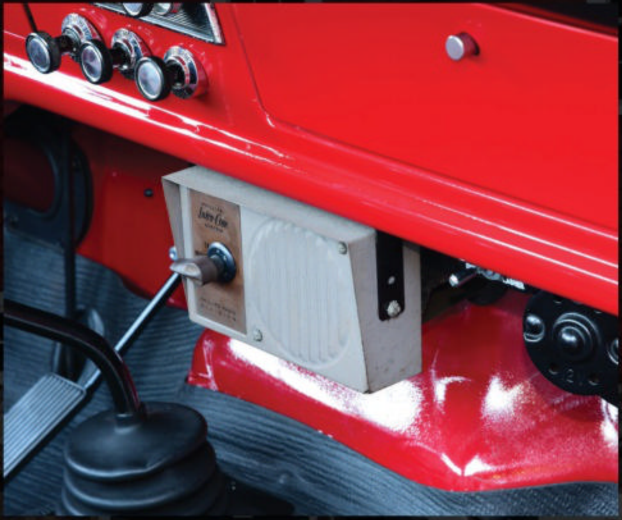
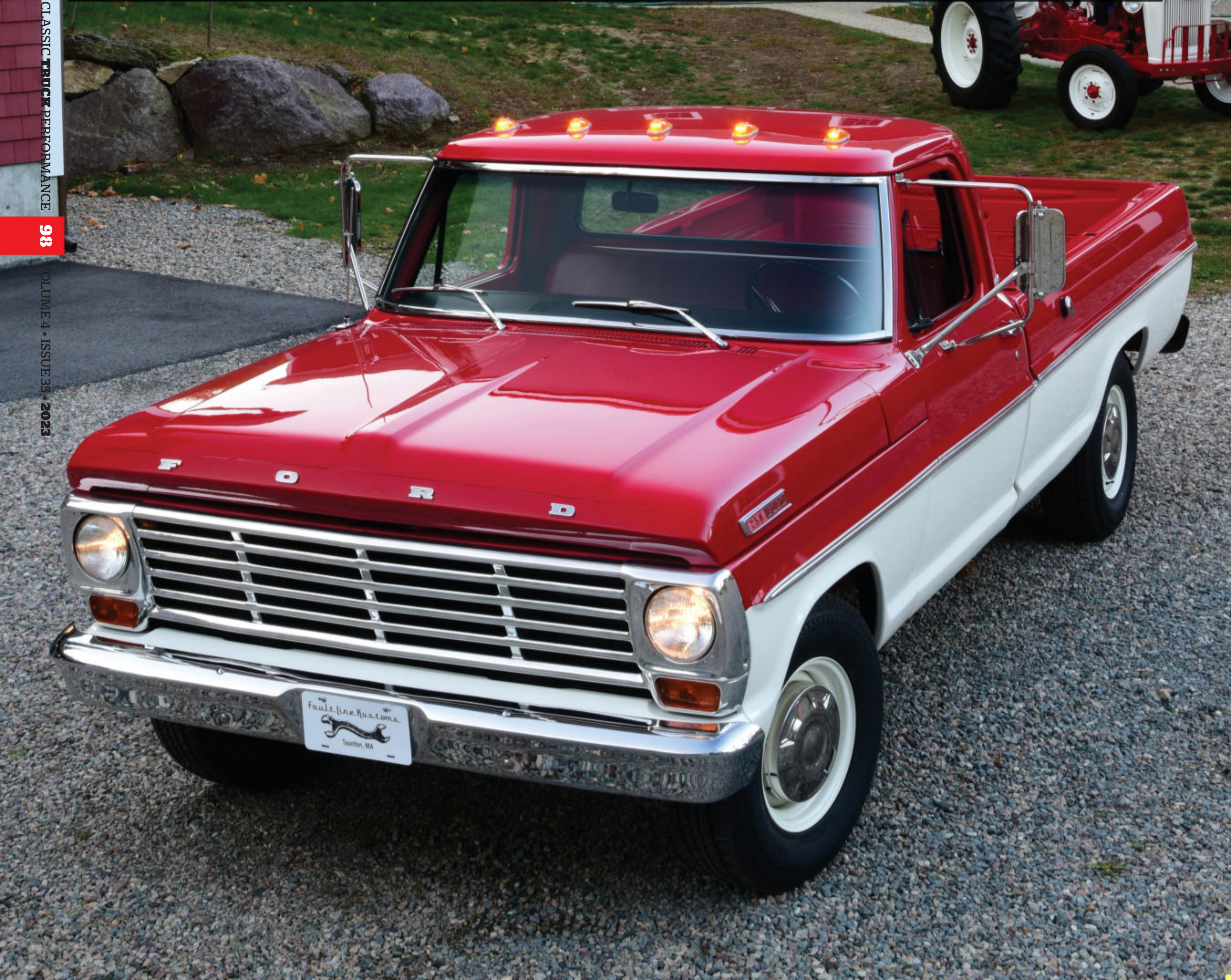
Focusing on the business office, the freshly painted dash was topped with a new dashpad from LMC accented by the restored factory gauges by Fault Line who also freshened up the AM radio and wiring harness. A reproduction steering wheel navigates the road mounted to the factory column while shifts move through the original stick. We dig the fact that Kyle kept the old, weathered shift knob that surely has plenty of stories to tell along with the vintage underdash-mounted Phillips Intercom system. For comfort, the stock bench seat was recovered in custom two-tone red vinyl by Chicks Custom Upholstery of Norwood who also installed the LMC headliner, rubber floormats, and threshold plates. Finally, LMC supplied interior trim, handles, three-point retractable seatbelt kit, and rubber gaskets to complete the restoration. Kyle tells us that "the best part of the F-250 is the driving experience, feeling just like the day it drove off the lot in 1967 at the local Ford dealership while on my way into town for a morning cup of coffee." We couldn't agree more! **CTP**





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